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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 9/16.



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No. 27,614

HONG KONG, THURSDAY, OCTOBER 9, 1930.

PRICE \$3.00 Per Month.

CANTON'S HEAD GOING NORTH.

General Chan Ming-shu in Colony.

CALL ON THE GOVERNOR.

Canton, Yesterday.
In compliance with a telegraphic request from President Chiang Kai-shek, Chairman Chan Ming-shu of the Provincial Government will leave Canton by a gunboat for Hong Kong at 10 o'clock this evening and thence to Nanking.

It is understood that the chief objects of Chairman Chan's visit to Nanking are to interview President Chiang to report on the present civil affairs of Kwangtung; to report on behalf of General Chan Chai-tong on the Kwangsi situation; and to "comfort" the Cantonese troops who are participating in the Northern campaign.

According to financial circles, a sum of \$40,000 will be taken by Chairman Chan to recompense the Cantonese troops in the North.

During the absence of Chairman Chan, Commissioner of Civil Affairs, Hsu Hsueh-ching, will act as Chairman of the Kwangtung Provincial Government.—Canton News Agency.

Arrival in Hong Kong.

Chairman Chan travelled to Hong Kong on board the Chinese gunboat Chung San, accompanied by Madame Chan, Mayor Lam Wan-koy of Greater Canton, Commissioner Tang Yin-wah of Reconstruction, Commander Tsai Ting-kai of the 6th Route Army, General Wong Keung, and Messrs. Yeung Kin-ping and Cheung Kung-ngai. They were preceded to Hong Kong by General Tong Man-kai who came here on the a.s. Taishan yesterday to make the arrangements for the Chairman's departure to the North.

The Chung San arrived in Hong Kong at 6 o'clock this morning and tied up to a buoy in the Kowloon Naval anchorage, off Shamshuipo. Immediately the Chung San arrived in port a Police launch went alongside and Detective Sergeants Flattery and Whelan and two Chinese detectives went on board and remained in attendance on Chairman Chan throughout his short stay in Hong Kong.

Local Callers.

At 7.30 a.m., Captain Colman, A.D.C. to His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., accompanied by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and the Hon. Dr. S. W. T'sao, O.B.E., LL.D., embarked on the Government launch Britannia at Queen's Pier and proceeded to the Chung San to pay a call on Chairman Chan.

Later Dr. Li Siu-fan went out to the Chung San in his own motor yacht which he placed at the disposal of Chairman Chan, and at 8 a.m., Chairman Chan, accompanied by the Hon. Dr. Kotewall, Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Mr. Leung Chik-wai, the Chairman's Private Secretary, came ashore in Dr. Li's yacht and landed at Queen's Pier where a motor car from Government House was waiting them.

Talk With the Governor.

The landing was an informal one, and there was no guard of honour. The party then proceeded by car to Government House where Chairman Chan paid his respects to Sir William Peel. This is the first meeting of the two present heads of the Governments of Hong Kong and Canton and their Excellencies conversed together for over an hour.

At about 9.15 a.m., Chairman Chan and his party, accompanied by Capt. Colman, left Government House, and drove back to Queen's Pier and proceeded in Dr. Li's yacht to the No. 6 Kowloon wharf, and embarked on the N.Y.K. s.s. Chichibu Maru, on which the Chairman is proceeding to Shanghai, whence he will travel to Nanking.

KUOMINCHUN FLEE TO THE NORTH.

Rebels Routed by the Nanking Forces.

RAIL SERVICE RESUMED.

Canton, Yesterday.
General Chan Chai-tong has received a wire from the Secretary of the State Council, confirming the report of the Nationalists' capture of Chengchow last Monday. The defeated Kuominchun have retreated in a northerly direction, being closely pursued by the majority of the Nationalists, a portion of whom are now engaged in the clearance of the rebel remnants in the west of Hsincheng.

A message from Hsinhsiang intimates that Feng Yu-hsiang, withdrawing with 10,000 Kuominchun to the north bank of the Yellow River, intends to establish his temporary headquarters at Chao-tso, 25 miles north of the Honan border, in order to rally his remnants together.

Flanking Retreat.

Because of the obstruction by Shih Yu-san's troops against the passage toward Hsinhsiang and Changteh, the Kuominchun are compelled to adopt a flanking retreat to the southern sector of Shansi, in which Yen Hsi-shan has designated several districts, including Chowu, and Yung-cheng, temporarily to quarter the Kuominchun who are, however, required to push on to Shensi within the shortest possible time.

With the fall of Chengchow, the stronghold of the Kuominchun, the civil war is rapidly drawing to an early conclusion. Many Kuominchun and "grey" troops have since surrendered to the Nationalists, with the exception of about 80,000 whose fighting strength is materially weakened and whose surrender may be expected at any moment.

Fall of Heishihkuang.

The Nationalists under Liu Mou-yen have taken complete control of Heishihkuang, a strategic point midway between Chengchow and Loyang, thus entirely cutting the Kuominchun communications on the western section of the Lung-Hai line.

A Hankow message claims that the Nationalists under Yang Fucheng occupied the western railway station of Loyang on the 5th and that the fall of Loyang is imminent.

Marshal Chiang Kai-shek left Kaifeng for Chengchow on October 6, thus fulfilling his previous promise of spending the "moon festival" at Chengchow.

Railway Traffic.

The Tientsin-Tsinan railway service was resumed on October 5, communications on that line being completely restored. Tsangchow is stationed with a regiment of Manchurian troops who refrain from interfering with the railway administration.

The railway traffic between Heuchow and Kaifeng has been resumed since October 4, while that between Kaifeng and Chengchow will shortly be operating.

On the Ping-Han line, the express service can now reach as far as Hsincheng.—Canton News Agency.

10 a.m. flying the Chinese National flag at the main mast.

Absence for Three Weeks.

Chairman Chan is accompanied on his visit to Nanking by Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Messrs. Yeung Kin-ping and Leung Chik-wai, the Chairman's Private Secretary. The party returned to Canton this afternoon, sailing at 4 o'clock.

SENSATIONAL HAUL OF DRUGS.

Heroin Found in Jam Tins.

ON ITALIAN TEAMER.

The China Mail learns that as a result of a raid yesterday by Revenue Officers, on the Italian ship Hilda, one of the most sensational hauls of drugs yet known in the Colony was made. An interested crowd gathered on the waterfront at about 2.15 p.m., when about 40 large wooden packing cases, each measuring about 8 ft. x 4 ft. x 1 ft., were landed. The cases were all marked E.R., and were consigned to containing jam and glass.

But, later, investigation proved otherwise. The cases did undoubtedly contain tins marked "Jam—Plum and Apple," "Jam—Gooseberry," and so on. And the tins appeared to be all properly sealed and secure. There was no makers' mark on them. But when the first batch were opened, came the big revelation. The jam was there sure enough, but so was the heroin!

It was neatly tucked away inside the tins amongst the jam, but once it had been located, the rest was easy.

Ingenious Methods.
This would have appeared to be ingenious enough, but further disclosures were made when the cases containing glass were opened. It is customary when packing glass to divide the sheets with packing and thin slats of wood, the slats in this case being about 1/2-inch thick. Close examination of these slats showed that they were nothing else but thin plywood shells, inside which flat oblong tins, each packed with heroin, had been secreted. Each tin was about 6 ins. long by three inches wide. This is considered to be one of the cleverest methods of smuggling the drug yet discovered locally.

Came From Trieste.

The Hilda, the ship from which the haul was made, is an Italian vessel of 4,901 tons gross. She is commanded by Captain Tarabochia, and arrived here on Wednesday, mooring at Buoy A24. Her last port was Saigon, but she originally sailed from Trieste, via Venice, Brindisi, Indian ports and Singapore. She is controlled by the Lloyd Triestino Navigation Company, whose local agents are Messrs. Dowdell & Co., Ltd. According to Lloyd's Register, her port of registry is Lussinpiccolo, in Italy and her owners, the Societa Anonima di Navigazione a Vapore, "Lussino." It is understood that the exact amount of the haul, although very large, has not yet been definitely ascertained.

THEFT FROM EMPLOYER.

Discharged from the Yu Heung Yuen shop at Haiphong Road, for careless work, an employee returned to the premises to get his clothing. He stayed for the night, and at four o'clock this morning the master of the shop saw him standing near the counter. He remonstrated with accused, who admitted that he had stolen \$10 in money and four packets of cigarettes.

On accused's appearance before Mr. H. R. Butters at the Kowloon Police Court to-day he was sentenced to two months' hard labour.

Detective Sergeant Humphreys prosecuted.

FINE STILL.

The Royal Observatory's weather report to-day states: A belt of high pressure extends from the upper Yangtze Valley to N.E. of Japan.

There are indications of a depression or typhoon about 250 miles E. of April.

Forecast: N.E. winds, moderate; fine.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.75 inches against an average of 78.08 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	73
Macao	68
Pratas Island	77
Manila	76
Foehow	72
Amoy	67
Swatow	72
Chaofo	58
Shanghai	56

DOMINIONS MUST HELP

BRITAIN DEFENDS ON HER IMPORTS.

WORLD SURPLUS.

INDIA DECIDES TO SIT ON THE FENCE.

London, Yesterday.

At the Plenary Session of the Imperial Conference to-day, which discussed Imperial economics, Sir Manubhai Nandshankar Mehta, Premier of Bikaner, Rajputana, and Sir Robert Borden, K.C. (Canada), attended, together with other delegates and their staffs.

In a statement by Mr. J. H. Thomas, Secretary for the Dominions, attention was drawn to the fact that while Empire trade as a whole had developed similarly with that of other Empire countries, the British portion had declined partly owing to the fact that the Dominions had developed their own industries.

Great Britain was almost exclusively dependent on her im-

ports of food and raw materials, and if she were unable to maintain a standard of living she was consequently unable to buy as much as she would like from the Dominions.

Economic Paradox.

Great Britain appreciated the preferences which the Dominions accorded her, but she hoped that the Dominions would not be unmindful of the value of the Imperial connection. Mr. Thomas also dwelt on the economic paradox of over-production, and said that the people were hungry because there was too much wheat in the world; and clothes because there was too much cotton grown. They had got to tackle that problem by realising that "there is a common pool to which we are all going to contribute something."

Australia's Policy.

Mr. James Scullin, the Premier of Australia, in the Conference, said that Australia's policy was to encourage the Australian manufacturer and then secure to British industry the lion's share of the Commonwealth import trade. He would like to see consultations between British and Australian industrialists to make satisfactory adjustments.

Mr. Forbes, Premier of New Zealand, expressed the opinion that "tariff preference was the most effective method of increasing inter-Imperial trade."

Mr. Bennett (Canada) suggested that the Empire nations should subscribe to the principle of Empire preference, and put it into effective operation without delay.

He considered that Empire free trade was neither desirable nor possible and suggested the establishment of committees in each country concerned.

Ireland's Grouse.

Sir Geoffrey Corbett (India) said that India was ready to consider favourably all schemes designed to encourage the development of trade with all the other countries in the British Commonwealth, but she was not prepared to depart from her present policy of discriminating protection.

Therefore she was unable to com-

mit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

Mr. McGilligan, Minister of External Affairs to the Irish Free State, said that if the negotiations for trade agreements were initiated certain members of the Commonwealth, such as South Africa, New Zealand and India, would doubtless realise that while the Irish Free State accorded their exports the full benefit of its preferential duties, they accorded no privileges whatever to the products of the Irish Free State.—Reuter.

Economic Blizard.

Rugby, Yesterday.

At the Plenary Session of Imperial Conference to-day statements were made on behalf of each country within the Empire on the subject of inter-Imperial economic relations. It was arranged that the chief delegates should meet tomorrow to consider the subject in the light of these suggestions and declarations.

The Secretary for the Dominions, Mr. J. H. Thomas, speaking on behalf of the British Government, said that the Plenary Session gave the opportunity for setting out broadly the economic position of the various Dominions to be developed later in Committee. The difficulties each of the delegates was experiencing in the economic field was naturally uppermost in all minds, for the world had struck an economic blizard. The circumstances of the last 12 months not only altered their whole conception of things, but created unprecedented difficulties.

Examining the facts as recorded in the trade returns, he said that the volume of 1920 trade was roughly 20 per cent. greater than in 1918. Empire trade on the whole had also increased by just about that amount. For the same period, however, the United Kingdom share of that trade was less by 26 per cent.

Decline of Imports.

Turning to 1930, the United Kingdom imports had declined 12 per cent. compared with the corresponding period of 1929, and the exports had declined 19 per cent. Relatively the United Kingdom was in a more serious situation than the Dominions, where large new industries had developed which were doing trade hitherto done by Britain.

The United States had also made considerable strides, but her trade had increased mainly in motor cars and oil. It was fair to keep in mind the fact that the period 1914-17, prior to America's entry into the war when Britain was otherwise engaged, gave her a very marked start.

(Continued on Page 7)

COLLECTIVE FARMS FOR BRITAIN?

Nationalisation of the Countryside.

SOCIALIST THREAT.

London, Yesterday.

The nationalisation of the countryside (known to the Soviets as collective farming) has been a panacea for the unemployment problem in Great Britain; was foreshadowed to-day by the Minister of Agriculture, the Rt. Hon. Dr. C. Addison, as the possible future policy of the Government.

Dr. Addison, who was addressing the Labour Conference at Llandudno, amplified what Mr. Ramsay MacDonald had said the day before, that the Government proposed to take the necessary powers to acquire land and start the organisation of committees with a view to giving the unemployed an opportunity of cultivating it. They also aimed at establishing demonstration farms throughout the country.—Reuter.

Yesterday Mr. Ramsay MacDonald said that the Government had decided that its most important work was to put the population on the land. They had produced schemes of organisation and would produce legislation making provision for a thousand families; also for the better working of forests and small holdings.

mit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

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(Continued on Page 7)

HOW TO KEEP A WIFE HAPPY.

Sound Advice by Capt. Robert Dollar.

COMING TO COLONY.

We are informed by the Dollar Steamship Line that Captain Robert Dollar's itinerary has been changed, and that the veteran shipowner will not arrive in the Colony on Saturday next.

Captain and Mrs. Dollar, accompanied by Mr. O. G. Steen, General Manager of the Dollar Steamship Lines, in Shanghai, will arrive at Hong Kong on the President Fillmore on Saturday, October 18, and will leave for Manila on Sunday morning, October 19. The party will stay in the Colony for one week on their return journey in November.

This "honeymoon" cruise of Capt. and Mrs. Dollar is their thirty-second trip together to the Far East. Captain Dollar's "Rules" for keeping a wife happy, are as follows:—

"Her Place in the Home."

1—Keep her out of business; her place is in the home.
2—Maintain a bank account; start it early, strive, make your savings a nucleus for the future.
3—Own your own home, even if it is humble at the beginning.
4—Raise a family early; it binds the home ties, and keeps one out of mischief.
5—Never drink intoxicating liquors.
6—Be honest, sincere and scrupulously straight.
7—Be kind, generous and devoted to each other.
8—Be thoughtful; always think of her welfare.
9—Be cheerful, be optimistic, be happy yourself.
10—Be a tireless worker; keep regular hours at work and at home. As Captain Dollar finished, his wife, with a blush, remarked:

"And I have ten rules on 'How to Keep a Husband Happy'."

The shipping magnate was surprised at her remark. With a wink, he turned to his interviewer and said:

"Really? Well, if she has different ideas I want to know them."

10 Rules to Keep a Husband.

So Mrs. Dollar gave them as follows:—

1—Don't be fancy; plain things are the direct route to happiness.
2—Be economical; save his money.
3—Be a good housekeeper; be neat, clean and tidy.
4—Be his best friend—his companion.
5—Be persistent; struggle for and win him.
6—Be kind and truthful.
7—Be gentle and thoughtful.
8—Be unfaltering in religious beliefs.
9—Be tender and devoted to the family.
10—Cook wholesome meals for him; keep him healthy.

Every morning Mrs. Dollar motors with her husband to the station. He is a familiar figure to thousands of daily north bay commuters. And each evening she awaits his return at the railroad station.

Reading newspapers and conversing in French are the evening hobbies of the pair.

POLICE CHRISTMAS CARD.

This year the members of the Police Force will use a Christmas card of their own design. The centre piece will be a group photograph of four units of the force. Seated in the centre of the group are the Divisional Inspector Central and a European Sergeant in full dress uniform with spikes on their helmets, and forming a semi-circle behind them stand two Indian policemen and two Shantung men on either side. The photo was taken by the Police photographer, Inspector Vincent, this morning, outside the Headquarters Building, in front of the main entrance leading to the Hong I.G.P.'s Office. Mr. T. H. King, personally supervised the taking of the photo. The "Dandy Brigade" (the C.I.D.) and the "Rus Brigades" (the S.I.D.) and the "Rus Brigades" have no place in the photo. "Poor fellows," they must feel slighted!

Two women, two men, and three children "jumped from" an upstairs window of a house in Fringle Street, Trindon, Durham, into the arms of rescuers when a fire prevented their escape by the stairs.

Lieut.-Col. W. D. Allan, Inspector of Constabulary for Scotland, has been appointed an Inspector of Constabulary for England and Wales, to succeed Sir Leonard Dunning, who has retired.

Shanghai, Yesterday.

According to reports from Mukden it has been announced that Chang Hsueh-liang will formally assume the office of Vice-Commander-in-Chief of the National Army, Navy and Air Forces on the 9th inst.

It is officially announced from Kaifeng that four ranking Kuominchun commanders, Chi Hung-chang, Chang Tzu-chang, Chang Yin-hsiang and Ko Yun-lung, have declared allegiance to the Central Government, the severance of relations with Feng Yu-hsiang, and acceptance of posts in the National Army.

Chiang Kai-shek went to Chengchow from Kaifeng this morning to inspect the conditions and devise rehabilitation measures.

Loyang is still in the hands of the Kuominchun forces, but owing to the collapse of the insurgents in the Chengchow area, the defenders are seeking to arrange a surrender.—Reuter.

Other News.

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(Continued on Page 7)

CHENGCHOW CITY IN CONFUSION.

Daily Bombing Raids by Nanking Planes.

JOINT ATTACK LAUNCHED.

Peking, Monday.

Heavy artillery exchanges are taking place intermittently between the Nationalists and the Kuominchun in the West of Chengchow. The daily raid by Nationalist planes has plunged Chengchow city in great confusion. The Nationalists on the Lung-Han and Ping Han have been able to converge in the suburbs of Chengchow, against which they are launching a joint attack. The inhabitants are much perturbed. Foreigners have taken refuge in the missionary buildings.

Marshal Chiang Kai-shek proceeded to Kaifeng on October 4, where he summoned Generals Chu Shao-liang, Fan Hsi-tsik and Chang Chih-chung for a conference. The plans concerning the attack of Chengchow were discussed and adopted, and the generals at the front have been telegraphically instructed to capture Chengchow within three days.

Kuominchun Withdraw.

Feng Yu-hsiang is reported to have left Chengchow on October 5 for Shansi, where he desires to interview Yen Hsi-shan, concerning the rehabilitation problem.

Lu Chun-lin, Feng's right hand man, is now guarding Chengchow, pending the arrival of Generals Chang Chih-chung and Ma Fu-hsiang, delegates of the Central Government, for reorganisation, according to the latest advice.

The majority of the Kuominchun troops have withdrawn to the southern districts of Shansi. Some 30,000 are now assembling on the north bank of the Yellow River, with the object of retreating into Shansi, via Hsinhsiang and Shansi. It is understood that Kuominchun delegates have been sent to negotiate with Shih Yu-san, requesting the latter's permission to allow the Kuominchun passing through his area.

In view of the overwhelming number of Kuominchun being gradually poured into the southern sector of Shansi, much suspicion has been aroused among the Shansi generals, as there is apprehension that the Kuominchun may usurp their (Shansi) sphere of influence. Hence strong opposition against the Kuominchun's entry into Shansi has been voiced by the Shansi generals before Yen Hsi-shan whose attitude in this matter is not yet manifest.

Bridge Destroyed.

The Changteh and Changho bridges have been destroyed by the Shansi-ites to prevent the penetration of the troops under Shih Yu-san and Feng Yu-hsiang.

Fearing the invasion of the Manchurian troops into Charhar and Sulyuan provinces the Shansi troops under Hsiang Chen garrisoning Taiyuan are being transferred to Tatung on the Shansi-Charhar border with a view to relieving the tense situation in the two provinces.—Canton News Agency.

Other News.

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MISCELLANEOUS

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Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
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"ALGIE" BENNETT.

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PRICE \$1.00.

Now on sale at

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WHITEWAY, LAIDLAW
EXCELSIOR BOOK STORE.

and at the Publishers
The Newspaper Enterprise, Ltd.
China Mail Building.

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VICTORIA, BRITISH COLUMBIA
Make this Hotel your headquarters while visiting Victoria, B.C. Ideally situated and within easy access to all the famous Beauty Spots in and around Canada's Island Resort.

The Hotel where personal service makes your stay enjoyable.

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CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.

(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.

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Terms very moderate. Reservations by letter or cable.

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Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

LAMMERT BROS.

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AND SURVEYORS.

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Duddell Street.

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On View from Wednesday, October 8, 1930.

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LAMMERT BROS.,
Auctioneers
Hong Kong, October 7, 1930.

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W. KAY, M.A.
W. L. HANDYSIDE, M.A., B.Sc.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Evans, Hong Kong Hotel, from Tokyo.
Tong Yung-lee, China Commercial Co., China Building, from Shanghai.
Tokawa, from Hakodate.
Sanwako, from Hakodate.
Silyer, from Kobe.
Kirsch Braun, care of Cooks, from Shorewood.

E. V. JESSEN,
Superintendent.
Hong Kong, 8th October, 1930.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:

Mrs. Nan King, Care Canadian Pacific, from Manila.
Norman, from Manila.
Jose Sing Manuel Chang Chiu Sing Chum, 119, Wing Lok Street, from Mexico City Mex.

S. LACK,
Superintendent.
Hong Kong, October 2, 1930.

GENERAL NOTICES

BANK HOLIDAYS.

IN Accordance with Ordinance No. 7 of 1930, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 10th of October (Anniversary of the Chinese Republic).
Hong Kong, October 7, 1930.

NOTICE

ON the 10th OCTOBER, the CHINESE NATIONAL DAY, we shall be "AT HOME" at the CITY HALL (St. George's Hall) from 11.30 a.m. to 12.45 p.m. All friends are cordially invited.

SHOU-SON CHOW,
R. H. KOTEWALL,
S. W. TSO.

SPORT NOTICES

HONG KONG RIFLE LEAGUE.

THE ANNUAL MEETING

will be held in the Offices of the Hong Kong Football Association, French Bank Building, 4th Floor on 10th October, 1930, at 5.30 p.m.

BUSINESS:

1. To read and confirm minutes of last general meeting.
 2. To adopt statement of Accounts.
 3. Election of Officers for ensuing year.
 4. Discussion on re-formation of Hong Kong Rifle Association and site for proposed new range.
 5. Any other business.
- All who are interested in Rifle Shooting are specially invited.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on FRIDAY, 10th October 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE
Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$2 per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE
The Price of admission to the Public Enclosure is \$1 per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, T.C. men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 4th October, 1930.

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'QUAKES IN EUROPE.

PANIC IN GERMANY AND SWITZERLAND.

NO CASUALTIES.

Berlin, Yesterday.
Widespread earthquake shocks were felt in South Germany, the Tyrol and East Switzerland after midnight.

Three shocks, each lasting from five to ten seconds, were felt in the course of ten minutes in some districts, where people were thrown from their beds, windows were broken and furniture was overturned.

The inhabitants of these places were in a panic.

Berlin, later.
It has been ascertained that the earthquake shock was felt particularly at Munich and in the Bavarian alpine districts. There were no casualties and no serious damage is reported.—Reuter.

ARISTOPHANES.

ROMAN CATHOLIC OBJECTIONS TO THE "LYSISTRATA".

The Lysistrata of Aristophanes, which was produced at New York recently and is having a very successful run, has become the objective of a violent attack on the immorality of the New York theatre.

The attack was opened under Cardinal Hayes, and Monsignor Lavelle, Rector of St. Patrick's Cathedral, when several thousand copies of a pamphlet published by the Catholic Theatre Movement were distributed throughout the archdiocese of New York, 1,500 being handed out at the door of the cathedral.

The work of Aristophanes manifests, according to this pamphlet, a "very inferior opinion of the taste and character of the fine men and women who come here for their holidays."

The Catholic Theatre Movement regrets the apparent inability of the police to interfere with the production of "a classic of unabashed mockery, as audacious an assault on public decency as was ever perpetrated on our stage." It also attacks other allegedly obscene productions.

The Catholic Theatre Movement issues what is known as a "white list," giving the names of plays it specially approves. The latest "white list" contains two plays. One is "The Green Pastures," winner of the Pulitzer Prize, which was banned in London, and the other "The First Mrs. Fraser," by St. John Ervine.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5 p.m.—European Programme of Columbia records, selected and supplied by the Anderson Music Co.:
Operatic Selections.
Pagliacci (Leoncavallo),
New Queen's Hall Orchestra, 9441.

Rigoletto (Verdi),
Martia Gentile—Soprano, L2050.
Faust—Vocal Gems (Gounod),
Chorus with Orchestra, 9555.
Lucia di Lammermoor (Donizetti),
A. Guglielmetti—Soprano, L2052.
Mignon (Thomas),
New Queen's Hall Orchestra, 9308.

5.45 p.m.—
Hungarian Rhapsody in F (Liszt),
Budapest Philharmonic Orch., 9550.

6 p.m.—Children's Programme.
6.30 p.m.—
Musical Comedy.

Sunnyside Up, Selection,
Jack Payne and B. C. Orch., 5559.

Gold Diggers of Broadway—Selection,
Regal Cinema Orch., 9912.

Follow Thru—Vocal Gems,
Columbia Light Opera Co., 9764.

Bitter Sweet—Vocal Gems,
Columbia Light Opera Co., 9900.

7 p.m.—(approx.)
Hand and Orchestra.
William Tell Overture (Rossini),
New Queen's Hall Orchestra, 5058.

The Damsel Rose—Selection (Chopin),
Court Symphony Orchestra DX24.

Classics—Selection,
Organ Solo—Quentin MacLean, 9225.

Regimental Marches,
National Military Band, 3731.

Melodious Memories (Finck),
Regal Cinema Orchestra, 9722.

Scent of the Jasmine (Squire),
Song of the Waterfall (Squire),
Squire Celeste Octet, DB107.

Nights of Fragrance (Zielner),
New Concert Orchestra, 9699.

8 p.m.—Chinese Studio Concert.
10.30 p.m.—Close Down.

INDIAN SEDITION.

Cannore, Yesterday.
Two Pandits, father and son, Krishna Kant Malaviya and Madan Mohan Malaviya, have been sentenced to a year's rigorous imprisonment on a charge of sedition.—Reuter.



QUEEN'S present Janet Gaynor and Charles Farrell in "Sunny Side Up," a gorgeous musical comedy. The singing of the two stars is delightful and the dancing of Janet Gaynor splendid. A really high class musical comedy to put it briefly. A talkie film.

CENTRAL features all the stars in "Paradise on Parade," a magnificent technicolor spectacle with scores of beautiful chorus and show girls and a platoon of dancing. Public uppers. Nearly everyone who counts is in this picture. A talkie film.

MAJESTIC presents Claire Windsor, in "Fashion Madness," a powerful swift moving drama of love and adventure woven about a girl's mania for clothes which nearly wrecks her whole life. A silent film.

STAR features Charlie Chase and Jean Hersholt in "Modern Love," an excruciatingly funny marriage-life comedy. "This is Charlie Chase's first feature comedy. He is perfect as the harassed bridegroom. A silent film.

WORLD presents Buster Keaton in "Battling Butler," a comedy of the ring. Fate leads a modern Beau Brummel to the pugilists camp, but though in cauliflower-carrot society, Buster still endeavours to be the perfectly dressed young man. A good comedy and a silent film.

WARS A NECESSITY.

CHEERLESS CONCLUSION IN CERTAIN CIRCLES AT GENEVA.

Geneva, Sept. 2.
Great Wars, or great disasters, wiping out millions of human lives are apparently necessary in order to keep the world's population down to reasonable limits.

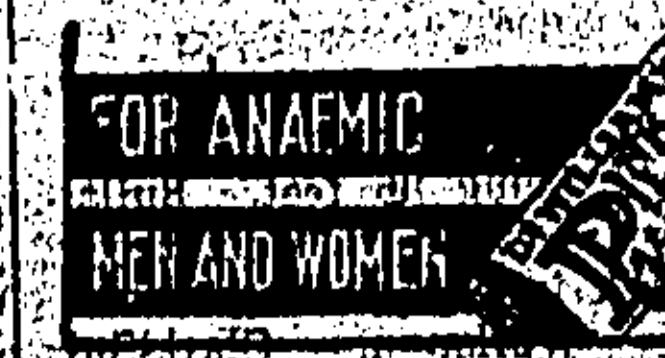
This is the conclusion of certain League circles as a result of the League's latest world-wide survey of population, commerce, production and industry.

In spite of the tens of millions of lives lost in the last great war, the world's population now is already 10 per cent. greater than it was in 1918.

Population Increasing.
The growth of world population between 1926 and 1928, according to the report, may be approximately estimated at 35,000,000 or an average increase of 1 per cent. per annum.—United Press.



ough she is in glorious health now, she has not forgotten the time when she, too, suffered from the treacherous, insidious ailment that attacks so many on the threshold of womanhood—anaemia.
She remembers those miserable days when she sees other women suffering a needless pain on one or another of those elements which have anaemia (blood poverty) as a common root cause—exhaustion, headaches, backaches, nervous prostration, dizziness and palpitation, indigestion and rheumatism etc. She feels a sympathetic desire to help and so she recommends Dr. Williams' Pink Pills to all her friends who are in need of this world-famous blood-building tonic. So many women have found deliverance from ill-health through this remedy. Take the advice of the Dr. Williams' Girl and start off on the road to real, abounding health by building up a rich and abundant blood supply with Dr. Williams' Pink Pills right away. They are the ideal blood and nerve tonic.



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M.V. "HILDA"	Nov. 9	Nov. 20
S.S. "CRACOVIA"	Oct. 31	Dec. 9
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 9th October.
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SHINYO MARU	Wednesday, 22nd October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYO MARU	Saturday, 18th October at 7 a.m.
40NION, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 1st November.
HAKONE MARU	Tuesday, 21st October.
SUWA MARU	Tuesday, 18th November.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Tuesday, 21st October.
KITANO MARU	Tuesday, 18th November.
OMRAB via Singapore, Penang, & Colombo.	
TANGO MARU	Saturday, 11th October.
TOTTORI MARU	Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 18th October.
NEW YORK, BOSTON via Panama.	
LISBON MARU	Friday, 17th October.
* Calls Baltimore & Havana.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
LIMA MARU	Tuesday, 14th October.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Thursday, 9th October.
RANGOON MARU	Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Wednesday, 15th October.
TERUKUNI MARU	Thursday, 18th October.
CALCUTTA MARU (Mojji direct)	Saturday, 18th October.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ALASKA MARU	Thursday, 9th October.
AMUR MARU	Saturday, 8th November.
DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Friday, 31st October.
RIO DE JANEIRO	Friday, 28th November.
BOMBAY—Via Singapore & Colombo.	
BORNEO MARU	Sunday, 19th October.
SHUNKO MARU	Monday, 3rd November.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOHABASA—Via Singapore & Colombo.	
PANAMA MARU	Wednesday, 6th November.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SEATTLE MARU	Saturday, 18th October.
HIMALAYA MARU	Saturday, 1st November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	
ARIZONA MARU (from Shanghai)	Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.	
MELBOURNE MARU	Thursday, 6th November.
PHONG—Via Hobeu & Peking.	
NEW YORK—Via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	
SANTO MARU	Saturday, 25th October.
ANDRES MARU	Sunday, 12th October.
KOHO MARU	Monday, 13th October.
TACOMA MARU	Friday, 24th October.
KERLING—Via Swatow & Amoy.	
CANTON MARU	Sunday, 12th October, Noon.
TAKAO—Via Swatow & Amoy.	
KOHO MARU	Monday, 18th October.
For further particulars please apply to— OSAKA SHOSHN KAISHA. Tel. 25021.	

WARSHIPS IN PORT

The following British warships
are in harbour to-day:

Caradoc—No. 7 buoy.
Cornwall—North arm.
Magnolia—In dock.
Moth—South Wall.
Sepoy—West wall dock.
Sterling—No. 11 buoy.
Tamar—Basin.

Foreign.

Adamastor—Portuguese cruiser.
Chung Shan—Chinese gunboat.
J. O. Ford—American gunboat.
Hik Kee—Chinese gunboat.

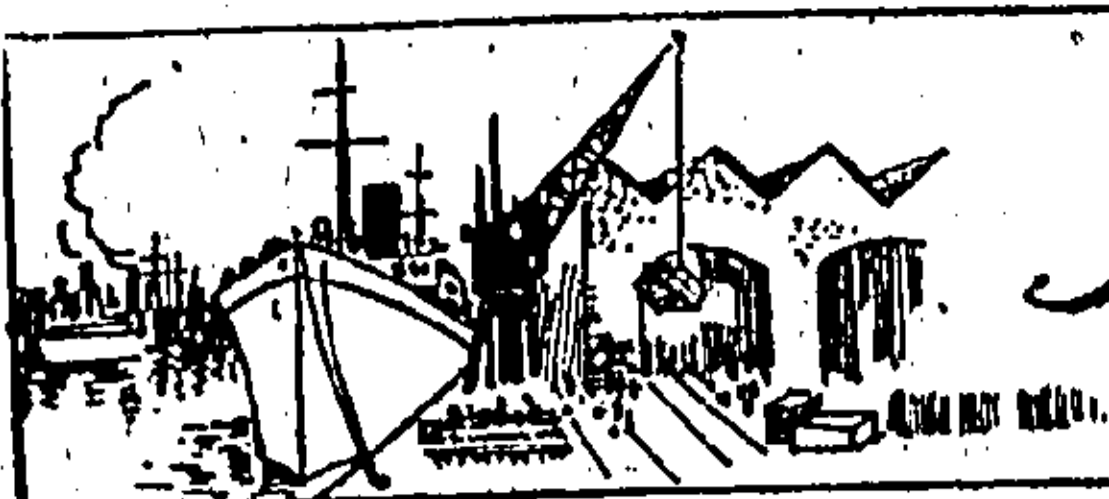
ASTYANAX AS COAL HULK

Blue Funnel Steamer Sold To
Patterson Simons.

Messrs. Alfred Holt and Co., as
managers of the China Mutual
Steam Navigation Co., have sold
their steamer Astyanax to be used
as a coal hulk by Messrs. Patterson
Simons and Co., at Singapore.

The Astyanax, a vessel of 4,872
tons, is 24 years old, having been
built by Scott's Shipbuilding and
Engineering Co., Greenock, in
1906.

Holt's have also disposed of the
Memphis, a sister ship of the
Astyanax, to Japanese shippers.



Shipping Intelligence.

WHEN AND WHAT TO BUILD.

It is usually when the present
phase of a depression is reached
(namely, after about a year of poor
trade) that the shipowner remarks
the depression is the worst or one
of the worst that he has experienced
during his connection with
shipping, and that the shipbuilder
states the present time is the most
advantageous possible for ordering
vessels because all shipbuilders
are hungry for work and are quot-
ing lower prices than will be
available directly the shadow of
depression begins to lift, says the
September Motor Ship.

Such comments have, in fact, in
practically these words, recently
been made in various directions
and we do not intend any irony in
associating them. For they are
both—each in its way—correct and
the shipowner whose resources are
large and whose vision and ex-
perience are considerable, would
agree, at least in principle, with
the shipbuilder. But as each de-
pression comes, we are inclined to
consider it as based upon different
foundations from the last and pos-
sibly to forget the experience of
previous difficult periods over
which we have tided, as we shall
emerge from the difficulties with
which we are now surrounded.

The proof of the shipbuilder's
point of view scarcely needs em-
phasizing, and indeed some of the
most successful shipping busi-
nesses have been built up by those
owners who have been able to
build tonnage during periods of
the deepest depression. Such few
orders as have been placed during
the past month or two have been
at prices which will certainly not
be repeated. The contracts for the
propelling machinery of some of
these ships have been made at
figures which are extraordinarily
low, and already many builders
are refusing to approach them,
preferring to wait until owners
will offer better terms.

The time for this will probably
not be far distant, and it is the
invariable experience that when a
few contracts are placed by
owners with greater timidity
than their competitors, the others
follow until ultimately prices
reach a figure above that which
the average shipowner will pay.
Consequently some owners miss
the right period for ordering and
suffer very considerable loss.

Considering only the position in
Britain, during the past eight
months, and excluding the large
Cunard liner, the tonnage ordered
has probably not exceeded 200,000
tons. A normal figure would be
600,000 to 800,000 tons, merely for
replacement of existing ships,
apart from any question of actual
increase in tonnage. It is clear,
therefore, that if an efficient mer-
cantile fleet is to be maintained,
we are already several hundred
thousand tons behind the normal
level which must, sooner or later,
be made up, in addition to the
other orders that must follow to
account for obsolescence of exist-
ing tonnage.

An example of contracting for
many new ships at a period when
it is considered that prices are
lowest was afforded last month in
the new tankers for the Standard
Oil Co., which were certainly
placed at figures much below those
which will be current when de-
livery is taken, and it is significant
that some of the ships will not be
completed for a period of nearly
three years.

After a slump such as that
through which we are now passing
it often happens that conditions of
shipping become modified and new
policies have to be developed. It
will probably be found that the
tendency which has been growing
during the past year or two, for
the cargo liner to displace the
tramp, will become even more pro-
nounced, and we are unlikely to
witness a somewhat extravagant
contracting for cheap but un-
economical steam-driven tramp
ships such as occurred a few years
ago after a severe shipbuilding
slump. The 12 to 14-knot motor
cargo liner is likely to prove a
more popular type. At the present
time over 80 per cent. of the ships
of this speed now on the stocks is
for foreign ownership, and if it
represents a class of tonnage
which will appeal to shippers at
the expense of slower ships, it is
imperative that a larger proportion
of fast vessels be ordered by
British owners.

TAYBANK.

The Taybank, another of the
similar 9,000-ton vessels construct-
ed for the Bank Line, is 425 feet
long, with a beam of 57 feet, the
draught being 28 feet. Built by
Workman, Clark and Company, the
Taybank is equipped with 4,500
h.p. Workman, Clark & Co. ship-
machinery.

CUNARD LINERS.

REPORT REPUDIATED.

There was a sequel in mail week
(on August 29), to the statement
of the London correspondent of a
provincial evening newspaper the
previous day that Mr. J. J. Law-
son, Parliamentary Secretary to
the Ministry of Labour, had in-
formed him that it had been de-
finitely decided by the Government
that one of the two great Cunard
liners would be built on Tyneside.

The private Secretary to the
Minister of Labour stated yester-
day, says the Morning Post of that
date, that a message had been re-
ceived from Mr. Lawson absolutely
repudiating the report of his in-
terview with a correspondent of
the Newcastle Evening Chronicle.

"Mr. Lawson states," the
private secretary added, "that he
was not in a position to make any
such statement since, while he
was aware that the building of a
second Cunard liner had been
under consideration, he did not
know that any definite decision
had been reached about it.
Further, he is quite aware
that it is not one of the functions
of the Government to decide where
a commercially-built merchant
ship should be constructed."

Statement by Press Representative.
A London representative of
Allied Newspapers stated last night
(continues the paper) that after a
luncheon at Olympia on Wednes-
day, at which Mr. Lawson was the
principal guest, he approached Mr.
Lawson and asked if he could say
when the contract for the new
Cunarder would be placed.

Mr. Lawson, he states, replied
"I cannot say when, but it will go
to the Tyne."

He asked, "Can you give any
indication as to when the official
announcement will be made?" to
which Mr. Lawson answered, "No,
I cannot say that, but you may
take it that it will go to the Tyne."

Mr. Lawson's authority for
using his name in writing this in-
terview was not asked for, it was
added; but Mr. Lawson knew that
he was speaking to an accredited
Press representative and did not
hint that the information should
not be used in the way it was used.

"In this connection," it is also
stated, "it is true that Mr. Lawson
did not himself use the exact
word: 'The Government have de-
cided that the new Cunarder will
go to the Tyne.'"

The Company Statement.
The following statement by the
Cunard Co. was issued last night:
"With reference to paragraphs
in to-day's Press, containing re-
ference to a second express
steamer, the Cunard Company at
the present time are not able to
add anything to their official state-
ment of August 1.

"In that statement it was men-
tioned that the agreement which
the Company have been able to
reach with the Government on the
very important question of in-
surance covered a second steamer,
which it was hoped would follow
immediately on the one now pro-
jected.

"While the Company is glad to
have this opportunity of express-
ing appreciation of the help of the
Government in this direction, it
will be readily understood that,
apart from the question of in-
surance, other important con-
siderations covering the financial
arrangements, design and plan-
ning require to be carefully con-
sidered and solved before any de-
finitive statement can be issued re-
garding the second vessel. These
are matters which cannot be dealt
with hastily, and the utmost care
and caution are essential."

SEAMEN'S LIBRARIES.

Important Part Of Modern
Social Programme.

Whether the United States,
Norway, or England came first in-
to the field with libraries for
sailors, the latest figures from the
British Sailors' Society show that
in 1929 more than 1,000 British
merchant ships were furnished with
these libraries, and they were
chiefly paid for by voluntary con-
tributions.

On long voyages books form a
most important part of the modern
sailor's social programme, and the
quality of the volumes in ships'
libraries shows that the sailor
wants good literature.
The United States Merchant
Marine Library served in 1929
1,868 ships, and circulated over
340,000 books. The Norwegian
service gives libraries to sixty
per cent. of the country's ships.

NEED FOR PORT CHAPLAIN.

I had a letter from Mr. Elliot by
last mail, writes the Rev. J. V.
Westlake in the Cathedral paper.
He writes: "I had a wonderful
time in Palestine and managed to
see nearly all the places I especially
wanted to see. The harvesting
was in full swing. It was rather
pleasant in many ways that there
were not many tourists about.
One could be quiet for hours to-
gether in the Holy Sepulchre,
Gethsemane and Bethlehem, when
one had once shaken off the very
aggressive guides, who haunt the
places."

Mr. Elliot had, at the time of
writing, made no definite plans for
the future though he said that a
mutual friend, who was formerly
Vice-Principal of Wells Theologi-
cal College had offered him a
curacy at Southport. He is also
making enquiries about South
Africa.

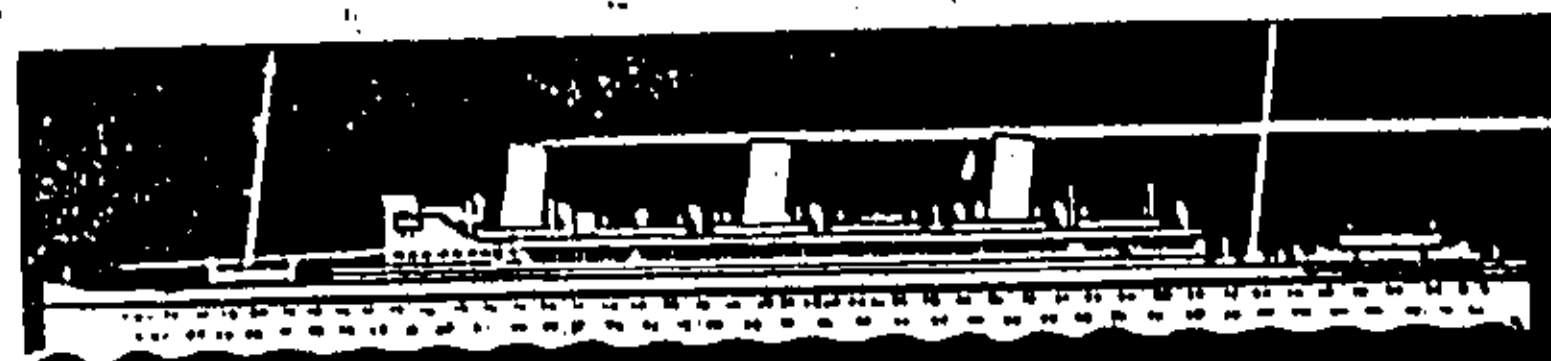
So far there is no news of his
successor in the local Missions-to-
Seamens' Work. It would appear
that the chances of getting a good
Chaplain are remote as long as
people at home continue to "put
their spoke in." Two likely can-
didates have been lost to us, one as
the result of a misunderstanding
as to the possibility of accommoda-
tion for a married man and an-
other because he was told that he
would be wasting his time out
here. The latter suggestion has
been rightly described as "mon-
strous." Those of us who live here
and know the temptations to which
our seamen are subject in an
Eastern port are quite clear in our
minds that there is work in abun-
dant for a Port Chaplain. There
are difficulties, arising mainly
from the shortness of the stay
which the average ship makes, but
these would be largely overcome
by the provision of a launch. The
local Committee is well aware of
this need and has set itself the
task of raising sufficient money
for the purpose. Already there is
a healthy balance in hand and the
coming of a new Chaplain would,
I am sure, be a sufficient encour-
agement to see the scheme
through.—Singapore Free Press.

STEAMERS' MOVEMENTS

The P. & O. s.s. Malwa left
Shanghai for this port on Octo-
ber 7 at 4.30 p.m. with the out-
ward English Mails, and is due
here on October 10 at about 5
a.m.

The M.V. Col di Lana sailed
from Karachi on October 9, and
is due here on October 31.
The s.s. Cracovia sailed from
Trieste on October 8, and is due
here on November 9.

The C.P.S. R.M.S. Empress of
Asia arrived at Manila on Octo-
ber 9 (Thurs.) at 9 a.m., leaves
Manila on October 10 (Fri.) at 4
p.m., and is due at Hong Kong
on October 12 (Sun.) at 10.30
a.m. She leaves Hong Kong on
October 15 (Wed.) at 6 a.m.



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BRITISH WUCHOW LINE

OCTOBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trot.]

OCTOBER.

FRI. 10th WED. 15th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

OCTOBER.

MON. 13th SAT. 18th

THURS. 23rd WED. 29th

For information apply to—

KWONG WING Co., Ltd.

29, Connaught Road, West,
Phone 20893.

When they pass the Shuihing Gorge,
the American travellers say "Well, we
guess this beats the Hudson River,
our show place." Continental visitors
remark that it reminds them of the
"Rhine and Switzerland." Whilst
British tourists declare "Surely, the
Lake district or the Scottish moors,
but with a little less vegetation."
Now why not take a five-days' round
trip and see for yourself. It costs
you only \$40.

SUPERSTITION!

CORPSE FOUND IN BOTTOM OF SHIP.

On August 25, 1888, the famous
Great Eastern was beached at New
Ferry to be broken up, the world's
record failure. When the scrap-
ping operations were in progress
there was discovered in the double
bottom, which was hermetically
sealed, the skeleton of a man.
He was never identified, but was
evidently some vagrant who had
slept in for warmth while the ship

was being built at Millwall, and
had not been observed when the
compartment was sealed up. That
was quite enough for the supersti-
tious sailors of the 'eighties;
what better explanation of her bad
luck could be found than that she
had been carrying a corpse about
with her?

Nowadays ideas have changed,
and people realise that had it not
been that Brunel checked her as
she went down the ways and ruin-
ed her original owners with the
cost of getting her to start again,
she might have been a great suc-
cess.

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S.S. "CITY OF MOBILE" London, Rotterdam, Hamburg & Glasgow..... 9th October.

S.S. "CITY OF HERFORD" London, Rotterdam & Hamburg..... 9th November.

S.S. "CITY OF ROUBAIX" London, Rotterdam & Hamburg..... 9th December.

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ALSO AGENTS FOR

ANDREW WEIR & CO.

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M.V. "TWEEDBANK"..... 4th December.

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINHOW"..... 5th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
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Through Bills of Lading issued to Beira, Gullfains, Ibo, Port Anella, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and
Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

Telephone 27701.

THURSDAY, OCTOBER 9, 1930.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
MALWA	10,980	1930 11th Oct.	Bombay, Marseilles & London.
*MIRZAPUR	6,715	15th Oct.	Straits, Colombo & Bombay.
*KEYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*NAGPORA	6,283	15th Nov.	Marseilles, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	13,619	6th Dec.	Bombay, Marseilles & London.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	1931 3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
KASHMIR	15,142	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,066	1930 24th Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	12th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	8,853	1930 31st Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	5th Dec.	
ST. ALBANS	4,500	2nd Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-
dicament offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,954	1930 10th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	11th Oct.	Shanghai, Moji & Kobe.
KARMALA	9,123	18th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BENALLA	8,018	20th Oct.	Shanghai & Kobe.
*LAMBDA	11,120	22nd Oct.	Amoy, Moji, Kobe & Osaka.
*MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	13,619	7th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
TANDA	6,956	11th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
*JEYPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Kobe & Yokohama.
RANCHI	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cornmarket Rd. C. Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
IRON WORKERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We can repair ships and can
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Shipping Office: 54, Cornmarket Road, Hong Kong. Tel. 2212.
Branch Office: 54, Cornmarket Road, Hong Kong. Tel. 2212.
Branch Office: 54, Cornmarket Road, Hong Kong. Tel. 2212.

LAMPORT & HOLT.

APPLICATION FOR A RECEIVER.

A motion at the instance of the
London Maritime Investment Com-
pany to appoint a receiver and
manager of the business of Lam-
port and Holt, Ltd., shipowners,
was in the list for hearing before
Mr. Justice Humphreys in the
Lord Chief Justice's Court, in mail
week.

The business of Lamport and
Holt, which is now one of the
Royal Mail group of steamship
companies, was founded eighty-
five years ago, and was incorporat-
ed as a limited company in 1911.

The Board.

The directors are Lord Kysant
(chairman and managing director),
Mr. Arthur Cook, The Marquis of
Carisbrooke, Lord Suffield, and Mr.
Alfred Woods.

The company has an issued
share and debenture capital of
£7,550,000.

It will be recalled that the
balance sheet as at December 13,
1929, showed a loss of £70,155
after providing for interest of
£147,500 on the £5,500,000 Five per
cent. Debenture Stock.

The London Maritime Invest-
ment Company (of which Lord
Kysant is chairman) and the Duke
of Abercorn are trustees for the
debenture stockholders.

The Ordinary share capital,
amounting to £3,000,000, is chiefly
held by Elder, Dempster and Co.,
the Royal Mail Steam Packet Com-
pany, the Pacific Steam Navigation
Company, and Lord Kysant.

The company controls the Liver-
pool, Brazil, and River Plate
Steam Navigation Company,
owners of the Vestris, which was
lost in 1928.

Record Inquiry.

In their report for 1929 the
directors stated that any claims on
this account, if substantiated,
would be covered by insurance.

The Vestris, it will be remem-
bered, sank with the loss of 112
lives off the American coast in
November 1928. Forty days were
devoted to the sittings of the
longest maritime inquiry ever held
in Britain.

The fleet of the company and
subsidiary companies at December
31, 1929, consisted of forty vessels
of an aggregate tonnage of 266,950
tons.

The company's interest in the
Liverpool Brazil company stands
in its books at £2,440,000.

The capital of the Royal Mail
group is £77,000,000, and with that
sum is controlled one-sixth of the
world's merchant shipping.

CONSIGNEES

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "TEVERE"
From Trieste, Venice, Brindisi, Port
Said, Aden, Bombay, Colombo, and
Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before 7th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.
All claims against the vessel must
be presented to the Underwriter on or
before the 23rd inst. or they will
not be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
15th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.
No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by
DODWELL & CO., LTD.
Agents.
Hong Kong, 7th October, 1930.

TRAVEL A.O. LINE

To AUSTRALIA—Calling at Manila (P. I.), Thursday 14, Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTAE TAIPING (MURDER)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBERS, ETC., EUROPEAN AND STRAITS CUISINE.

Before Your Ship Leaves for Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 100/ RETURN
LONDON (via Australia) from 31st/10/

(Passage includes all expenses)

STEAMER: CHANGTAE TAIPING

14th Oct. 21st Oct. 28th Oct. 4th Nov. 11th Nov.

14th Nov. 21st Nov. 28th Nov. 4th Dec. 11th Dec.

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Sundays excepted.

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PASSENGER LIST

DEPARTURES

Per s.s. Empress of Asia on
October 7:—
W. Werder, Mr. and Mrs. G. S.
Bertherne, T. Dehl, Josi Bayot,
Mrs. J. C. Clark, Mrs. W. E.
Makosky.

ARRIVALS OF SHIPS.

Tuesday, October 7.
Alaska Maru, Japanese str., 4,553
tons, Captain N. Sasaki, from
Shanghai, buoy No. A6—
O.S.K.

Wednesday, October 8.
Canton Maru, Japanese str., 2,820
tons, Capt. Y. Iwasaki, from
Swatow, O.S.K. Wharf—Mitsui
& Co.

City of Mobile, British str., 4,250
tons, Capt. A. W. Wooster, from
Shanghai, buoy No. A1—Bank
Line.

Cremor, Dutch str., 2,784 tons,
Captain G. J. Harmsen from
Swatow, buoy No. A28—
J.C.L.

Del Mar, Japanese str., 2,173
tons, Captain R. Sanada, from
Canton, O.S.K. Wharf—O.S.K.

Foehing, British str., 1,423 tons,
Captain W. Allan Balch, from
Canton, buoy No. B32—J. M.
& Co.

Golden Horn, American str., 4,011
tons, Captain A. Crockery, from
Amoy, Stonecutters—State S.
S. Co.

Hai Ning, British str., 832 tons,
Capt. H. A. Stewart, from Foo-
chow, Amoy, and Swatow, Dou-
glas Wharf—Douglas & Co.

Hilda, Italian str., 4,901 tons,
Captain D. Tarabochia, from
Saigon, buoy No. A24—Dodwell
& Co.

Hikoshi Maru No. 3, Japanese str.,
665 tons, Capt. Y. Okada, from
Keelung, buoy No. C53—
M.B.K.

Hydrangea, British str., 561 tons,
Captain P. W. Grierson, from
Swatow, Chiu On Wharf—Chiu
On S.S. Co.

Kaiapoi, British str., 1,246 tons,
Captain J. Baldwin, from Tour-
ane, buoy No. C89—Williamson
& Co.

Kaying, British str., 1,572 tons,
Capt. J. D. Fraser, from Swa-
tow, buoy No. B13—B. & S.

Kwai Sang, British str., 1,485 tons,
Capt. M. Costello from Swa-
tow, West Point Wharf—J. M.
& Co.

Muroran Maru, Japanese str., 5,374
tons, Captain M. Sumi, from
Moji, Kowloon Wharf—N.Y.K.

Soochow, British str., 1,594 tons,
Capt. C. Mather from Swa-
tow, buoy No. B34—B. & S.

Teitras, British str., 4,799 tons,
Capt. H. Wilkinson, from Port
Swettenham, Holt's Wharf—
B. & S.

Tonfor, Norwegian str., 1,949 tons,
Captain H. Rasmussen, from
Canton, buoy No. B50—Dod-
well & Co.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
Tevere, are reminded to take
delivery of their goods which will
be subject to rent after October
13.

Consignees of cargo ex s.s.
"Hilda" are reminded to take
delivery of their goods which will
be subject to rent after October
14.

Consignees of cargo ex s.s.
"Londoner" are reminded to take
delivery of their goods which will
be subject to rent after October
14.

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To SAN FRANCISCO and
LOS ANGELES. To SEATTLE and
VICTORIA.

The Sunshine Belt via Honolulu. The Short, Straight Route
to America.

Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.

Pres. Grant ... Tues., Oct. 21. Pres. Jefferson ... Tues., Oct. 14.

Pres. Cleveland ... Tues., Nov. 18. Pres. Lincoln ... Tues., Oct. 28.

Pres. Pierce ... Tues., Nov. 11. Pres. Madison ... Tues., Nov. 11.

\$120, \$112 Special through rates to Europe via
United States, Direct connections with all
Atlantic lines. Choice of rail lines across
United States and Canada, liberal stop-over privileges for
sight-seeing.

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo,
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

Pres. Fillmore ... Sun., Oct. 19. Pres. V. Buren ... Sun., Nov. 16.

Pres. Wilson ... Sun., Nov. 2. Pres. Garfield ... Sun., Nov. 30.

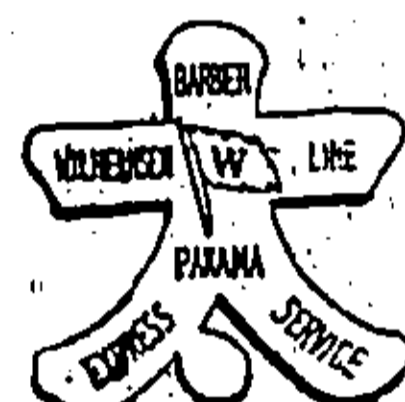
TO MANILA

Pres. Grant ... Oct. 11, 6 p.m. Pres. Cleveland ... Oct. 25, 6 p.m.

Pres. Lincoln ... Oct. 21, 6 p.m. Pres. Madison ... Nov. 4, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
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on OCTOBER 19th.

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SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

42 Days To New York.

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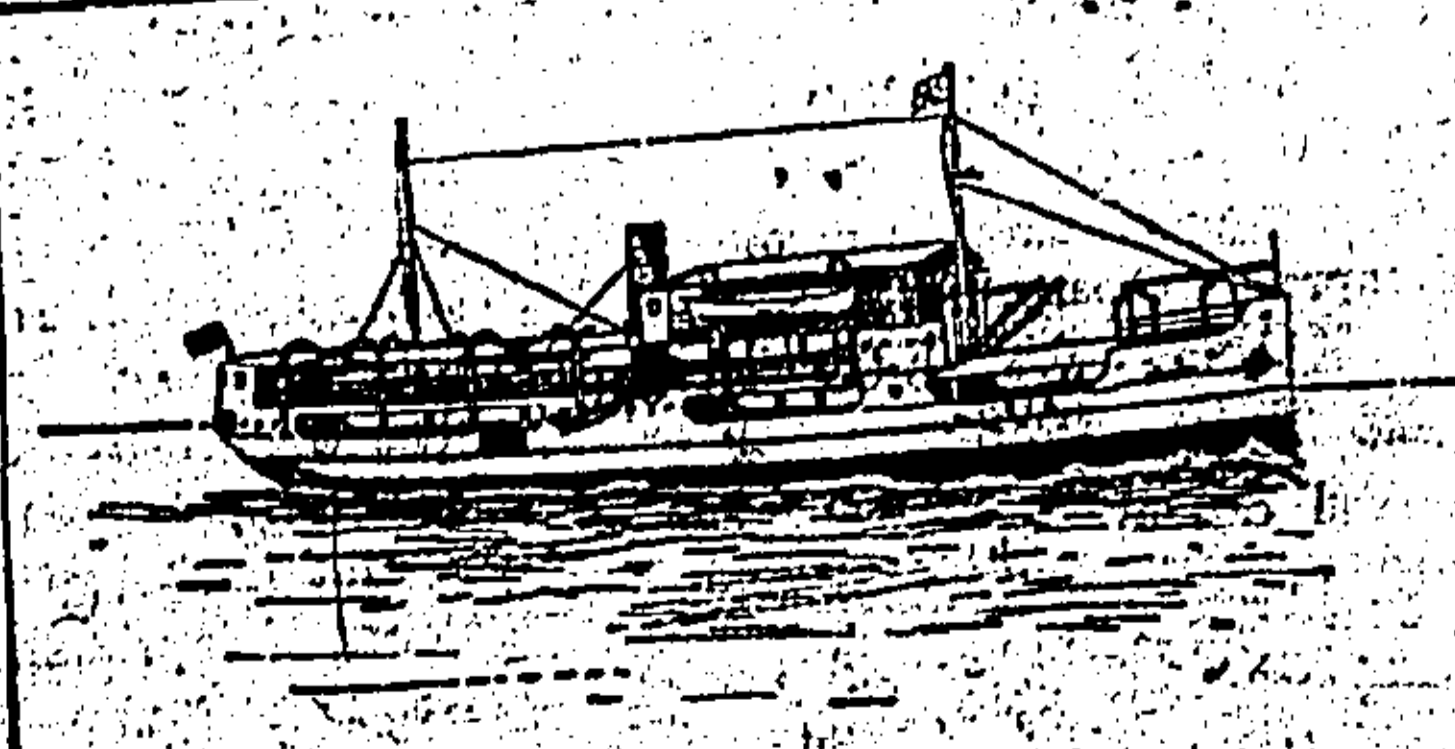
Queen's Buildings. Agents. Telephone 28011

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ELECTRICIANS.

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pany pos-
sesses Six
Grande
Docks and
Two Pat-
ent Slip-
ways. The
dimensions
of No. 1
Dock are
700 ft. x
85 ft. x 30
ft.



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kins.

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Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
x 28' 0" Mld. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc. M.I.M.A., Kowloon Dock, Hong Kong.

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A WELL-ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices

Unequalled by any similar product throughout the world.

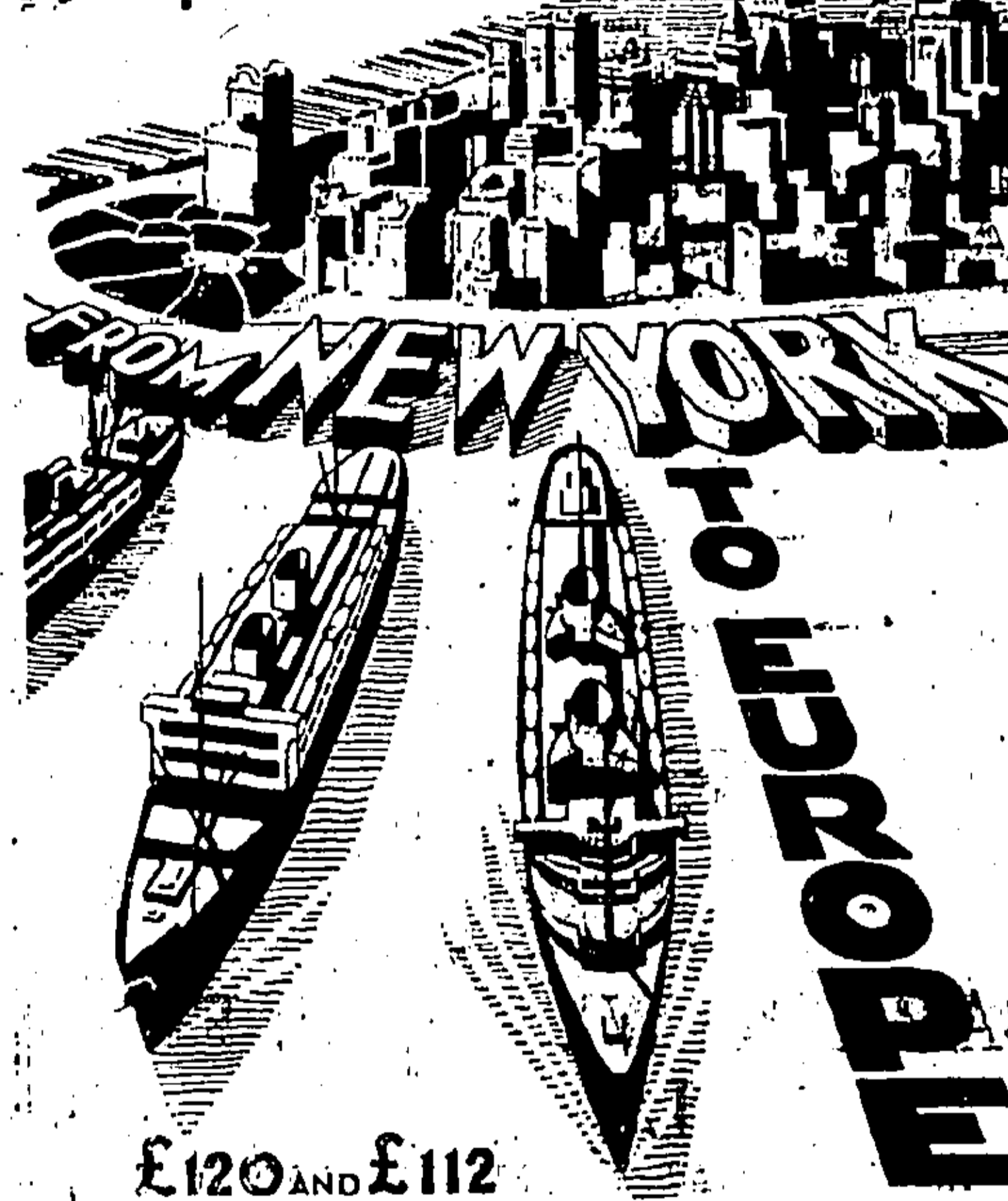
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The NON-ALCOHOLIC CHAMPAGNE. An excellent
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SECOND AROUND PACIFIC CRUISE OF THE

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AN UNUSUAL OPPORTUNITY

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American Express Company.

LEAVING HONG KONG AT 5.00 P.M.

OCTOBER 28th, 1930.

Vessel will call at

MANILA, BANGKOK, SINGAPORE,

BATAVIA, MACASSAR, SYDNEY,

WELLINGTON, AUCKLAND, SUVA,

PAGO PAGO.

arriving at HONOLULU, December 14,

and at SAN FRANCISCO, December 19.

Fares include all sightseeing expenses at intermediate ports.

Desirable accommodations available to all parties.

For tickets and information apply to

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JUST ARRIVED
"THE ORIENT"
SLEEPING SUIT
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Made in England from a
strong Ceylon Flannel in a
good assortment of striped
designs. These Pyjamas are
of a weight specially selected
and suitable for cold weather
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LATEST DESIGNS.
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postage abroad, H.K. \$36, payable
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[The weekly edition of the "China
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\$13 including postage \$16, pay-
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tances should be made payable.

London Office: S. H. Bywaters
& Co., Ltd., 38-39, Southampton
Street, Strand, W.C.2.

Hong Kong, Thursday, Oct. 9, 1930.

TRADE SCHOOLS.

Is the youth of the Colony get-
ting the right sort of education;
the sort of education which will
enable it individually to become
useful and industrious citizens; or
is the present system one which
leads to the creation of a certain
type which is fit only for licking
stamps or keeping ledgers? We
ask this question simply because,
to our knowledge, a considerable
number of boys of all nationalities
who received their education at
local British schools not only are
quite unfit to occupy posts in
business offices, stores, and trade
shops, but are obliged to accept
such unenviable positions as
lift-boys and other blind alley
jobs. Some one has to fill these
situations, it is true, but there are
plenty of youths in Hong Kong
who are able to do so efficiently
without the expensive background
of a secondary school education.

If our local schools and colleges
can do no better, with their staffs
of highly-paid European teachers,
with the human material under
their control than make them into
polite menials, then all we can say
is that it is high time that the
Government withdrew its support
from such wasteful establish-
ments.

There is a ray of hope, how-
ever, in the report that His Ex-
cellency the Governor has
appointed a committee to report on
the possibility of increasing fac-
ilities in the Colony for practical
technical education and the
possibility of establishing a
trade school. Any movement
designed to improve the edu-

cation of young people des-
tined for a business or techni-
cal career, as this scheme appears
to be, is to be welcomed as a solu-
tion to the grave problem of the
"blind alley jobs."

There are three points which
should receive the earnest con-
sideration of the educational
authorities. Firstly, it is the
natural anxiety of every parent to
give his or her boy the best pos-
sible chance of a successful
career. Secondly, it is the proper
and natural anxiety of every
school teacher to turn out pupils
who will make successful and
valuable citizens; and, thirdly,
every business concern should
wish to ensure that its recruits
shall be of such quality that they
will grow into valuable assets to
the business.

The whole idea and intention
of the trade school scheme should
be to bring all these three aims
together. Three small streams
may eventually find their way to
the sea if they proceed separate-
ly; but they will flow with much
greater force if some kindly pro-
vidence can join them together.

What are the parents' prob-
lems? Whether well-to-do or
not the chief problem is to know
what kind of training will best
ensure a good opportunity at the
end of it. If the parent is not too
well off, he very naturally fears
to take the risk and face the ex-
pense of keeping the boy at school
or college, never knowing when
he may not decrease rather
than increase the chances of
finding satisfactory employment.

The parent, therefore, wants
authoritative assurances that a
certain training is in fact that
which will best fit his boy for a
business career; and, secondly,
that there will be some tangible
and definite reward, in the shape
of employment, for further train-
ing.

What are the school teacher's
problems? He has a bright boy
obviously capable of great things.
He has to recommend both the
boy and the parent in which
direction to turn these potential
talents. He also wants authorita-
tive assurances that there will be
a demand for brains and training
if he creates the supply.

What are the business firm's
problems? In these difficult days
of intense specialisation they
want to ensure that their recruits
at the bottom of the ladder shall
possess the qualities which will
one day fit them to fill positions,
perhaps, at the top of the ladder.
It is being more and more realised
that this cannot be assured if
junior and apprentice are taken
on willy-nilly. The untrained boy

may rise to great things, but it is
a dangerous risk for a business to
take to rely on chance. A reg-
ular supply of first-class recruits
is more likely to ensure success
than the method of taking them
as they come, often full of the
vague or muddled ideas which are
instilled into them with the real
aim of "cramping" for some ex-
amination, success in which shall
reflect credit on their particular
school.

There is reason to hope that
the Governor's scheme for trade
and technical schools will even-
tually solve some of these prob-
lems. Of course, it is only a be-
ginning, and at first it can only
solve the problems of the lucky
few, the intelligent, and the effi-
cient, but the principles on which
it appears to be founded are
capable of much wider applica-
tion as the years go by.

News in Brief.

The quarantine restrictions im-
posed against arrivals from Iloilo
and Manila on account of cholera
have been removed.

The Very Rev. Dean Alfred
Swann, M.A., D.S.C., and Mrs.
Swann and family, returned to the
Colony to-day on the Morea. The
Dean left for Home in June on four
months' vacation.

Sentence of six weeks' hard labour
yesterday passed by Mr. R. E.
Lindsay on an Indian P.C. for the
theft of a sweater belonging to Mr.
J. W. King of the British Chemical
Industries (China) Ltd., which was
left in a motor car on the roadside
at Wanchai Gap.

The friends of Mrs. M. Reynolds
will be glad to learn that she re-
turned to her residence, at 25
Prince Edward Road, this morning
from the Kowloon Hospital, in
which she had been a patient since
September 24, following a motor
smash in Nathan Road.

Stated to be suffering from food
poisoning, a Chinese woman named
Wong Chan, living at 84, Portland
Street, Yaumatei, who was taken ill
after a hearty meal yesterday, was
taken to the Kwong Wah Hospital
for treatment. The nature of the
food which she had eaten has not
been ascertained.

As the result of an accidental fall
from the second-floor verandah,
while leaning out to put washing on
a bamboo pole, a Chinese woman
named Cheung Ho, of 46, Temple
Street, Yaumatei, received injuries
which necessitated her removal to
the Kwong Wah Hospital. Her
condition is considered to be
serious.

Alleged to have attempted suicide
by jumping into the harbour from
the Yaumatei ferry launch Man
Ping, whilst on a trip from Hong
Kong yesterday afternoon, a Chinese
youth named Wong Wing (19)
is now in the Kowloon Hospital
suffering from the effects of im-
mersion. He was rescued by a
seaman of the ferry launch.

At the Kowloon Court this
morning Ngai Nok was fined \$100
or, in default, one month's jail,
and \$32 with the alternative of two
weeks' hard labour, consecutively,
when he pleaded "guilty" to being
the runner of a divan at 188 Ma
Tau Wei Road, and to being the
possessor of 4 mace of illegal opium.
Revenue Officer N. J. Young pro-
secuted.

Sitting together at the Kowloon
Magistrate's yesterday, Mr. H. R.
Butters and Mr. E. H. Williams
heard a case in which a Chinese
named Cheung Ngok, described as a
steward on board the M.M. a.s.
Porikos was charged with having
had control of contraband arms
which were removed by three women
—Chan Ng, who was charged
with the possession of a Mauser
pistol and 200 rounds of ammu-
nition; Ma Lai-yung, who was charged
with the possession of one Mauser
pistol, one automatic, two spare
magazines, and 100 rounds; and
Ho Mui, who was charged with the
possession of 300 rounds of Mauser
ammunition, and 30 Mauser
ammunition clips. The man was
sentenced to four years' hard labour,
and the women to six months each.

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problems? In these difficult days
of intense specialisation they
want to ensure that their recruits
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CORRESPONDENCE.

REALTY COMPANY MEETING.

(To the Editor of the "China Mail.")
Sir,—As one of the many share-
holders who did not attend yester-
day's meeting of the Hong Kong
Realty and Trust Co., Ltd., I am
making these remarks with your
excellent report of the proceedings
as a basis.

I have nothing to say with regard
to the views urged on behalf of the
requisitionists except that they ap-
pear to be sound, but it struck me
that the Chairman, in his answers,
did not cope with the subject as he
should have, either because he would
not or could not.

In the first place, there was no
attempt at any explanation why an
outside broker had to be employed in
transacting the sale, which broker
reaped a fine harvest in commission.
Secondly Mr. Scott Harston's re-
mark that the Bank would have had
something to say regarding a total
cash payment for the building in-
stead of a mortgage as part price
seems, in my opinion, to bear out
the arguments of the other side re-
garding contingencies. Finally, in
dealing with the question of the
risks involved in share deals, I
cannot think that the Chairman
seriously attempted to meet their
contention, he having confined him-
self to a general remark on the
risks one must run in life.

As this meeting is one which has
roused much public interest, I hope
you will give place in your columns
to my letter.

Yours, etc.,

DISSATISFIED.

Hong Kong, October 8.

(To the Editor of "China Mail.")

Sir,—Talking in Ice House Street
this morning with a broker and one
who is interested in the meeting of
the Hong Kong Realty and Trust Co.
Ltd., which was held yesterday, I
was surprised to learn that the
requisitionists to that meeting had
had the promise of the support of
no fewer than 120 shareholders,
most of whom had signed proxies.
The absence of all but a handful
of them from the meeting goes to
confirm the long-held view that for
sheer apathy, even where self-
interest is concerned, the Hong
Kong public is hard to beat.

I write neither as a shareholder
nor as a party interested in any
way, but only as

A SORROWFUL OBSERVER.

Hong Kong, October 8.

NELSON DAY.

"ROYAL NAVY ASHORE AND
AFLOAT"

SPECIAL FILM.

One of the features of the Nel-
son Day concert in the Lee
Theatre on Tuesday, October 21,
at 9 p.m. will be the screening of
a special film obtained through
the Navy League in London. En-
titled "The Royal Navy Ashore and
Afloat," this film was produced
with the co-operation and ap-
proval of the Admiralty. In all,
four sections will be shown, these
dealing with aeroplanes, subma-
rines, destroyers, and fleet exer-
cises. In the last-named, every
type of vessel—from picket boat
to flagship—will be seen.

Another attraction will be the
full Band of the Argyll and
Sutherland Highlanders. There
will also be items by some of the
leading vocalists.

The concert will be attended by
His Excellency the Governor (who
has just become Patron of the
local branch of the Navy League,
which is organising the concert),
Lady Peel and party, H.E. Major-
General J. W. Sandilands, C.B.,
C.M.G., D.S.O., and Rear-Admiral
R. A. S. Hill, C.B.E., R.N.

Tickets, obtainable at the An-
derson Music Co., are \$2 and \$1,
with special rates of 20 cents
each for Service men and their
friends, this latter including tram
fare to and from the Theatre.

PLANE HITS HOUSE.

ENTERS AND BURNS IT TO THE
GROUND.

To the series of aeroplane disas-
ters which have occurred recently
in various parts of Europe another
was added in Warsaw, recently,
when a military plane, flying at
great speed, crashed head-on
against the side of a tenement
house and penetrated the wall.
The exploding gasoline caused a
blaze which gutted the whole
house. The pilot and his observer
were burned to death while five
people living in the house were
seriously injured.

ROUND THE CINEMAS

GAYNOR AND FARRELL IN
"SUNNY SIDE UP."

FAVOURITE SWEETHEARTS.

Janet Gaynor and Charles Farrell,
Hollywood's favourite sweethearts,
will make their Fox Movietone musical
comedy debut on the Queen's
Theatre screen in "Sunny Side Up,"
written by De Silva, Brown and
Henderson. This elaborate produc-
tion, hailed as the greatest of the
year, will be seen and heard starting
to-day.

Farrell reveals a pleasing baritone
voice in several song numbers which
are certain to add thousands to his
already long list of admirers. Miss
Gaynor, in addition to singing,
dances and plays the zither.

An unusually fine supporting cast
surrounds the stars in Sharon Lynn
and Frank Richardson, who made
individual hits in the "Fox Move-
tone Polles." Marjorie White,
sparkling Broadway comedienne, and
El Brendel, whose Swedish imper-
sonations have made him one of the
screen's most popular performers.

The celebrated trio of author-
composers are credited with the suc-
cessful stage musical comedies,
"Good News," "Manhattan Mary,"
"Three Cheers," "Hold Everything,"
and "Follow Through." They have
provided half a dozen sensational
songs for this production.

Augmenting the imposing cast are
100 singing and dancing beauties in
the chorus ensembles. David Butler
directed the production.

"PARAMOUNT ON PARADE."

A world of entertainment will be
spread before patrons of the Cen-
tral Theatre to-day where "Para-
mount on Parade," the long awaited
and joyously anticipated festival of
the stars, opens its seven days' en-
joyment visit. It's a great party
and everybody's invited.

More than 35 stars and featured
players of the Paramount studios
join in the glamorous, breath-taking
entertainment revel. Hollywood, it
is said, feels "big" pictures before
they are completed, and in the case
of "Paramount on Parade," even
the most astute Hollywoodians ad-
mitted it is bigger than they ever
felt it would be.

The picture was five months in
the making and, during that time,
the greatest secrecy surrounded it.
When it was first shown in Holly-
wood a delighted audience rocked
and roared and hummed and
thoroughly enjoyed themselves
watching it. It has just been re-
leased to the public. The Central
Theatre is one of the very first
theatres anywhere to show this
super-special.

"Paramount on Parade" is thrill-
ing, gorgeous, spectacular, funny,
exciting, exquisite, tuneful and
every other adjective in the lan-
guage. The most famous screen
stars, George Bancroft, Clara Bow,
Maurice Chevalier, Nancy Carroll,
and many others, do their stuff.
There is fun from Harry Green,
Jack Oakie, Skeets Gallagher and
HeLEN Kane; songs and dancing
from Nancy Carroll and Clara Bow;
Charles (Buddy) Rogers makes
love; Ruth Chatterton does a
dramatic bit that's probably the best
thing she has ever done on stage or
screen. Richard Arlen, Gary Cooper,
Jack Francis, Fredric March, Lil-
lian Roth and Fay Wray, and all the
other young and handsome and
beautiful highlights of Paramount
pictures contribute their best.

And everything is surrounded
with a glamorous, glorious aura of
songs, music, beautiful chorus girls,
gorgeous settings. Many of the
scenes are in technicolor. Broad-
way's famous music ensemble, Abe
Lyman and his band, furnishes some
of the music.

There's going to be a real party
at the Central Theatre to-night, to-
morrow, and following five days.
Everybody's invited.

N.W. FRONTIER.

OPERATIONS AGAINST THE
AFRIDS.

Simla, Yesterday.
An official statement is expect-
ed shortly notifying that military
operations are to begin against
the Afrids.

It is understood that the troops
will be commanded by General Sir
Robert Casseles and Major General
J. F. Coleridge.

Several hundred Afrid pen-
sioners have reached Peshawar
in response to the Government's
summons for a conference.

Others, while en route, were in-
tercepted and turned back by hostile
tribesmen.—Reuter.

Ten Years Ago.

(From the "China Mail" of
October 9, 1920.)

A water snake fourteen feet in
length was shot by Mr. Kilbee,
Chief Officer of the s.s. Talsang,
in the harbour yesterday. The
snake was first seen trying to
climb up the stern post of the
ship.

DOMINIONS MUST HELP.

(Continued from Page 1.)

Turning to inter-Imperial trade, he said that the United Kingdom's total imports were valued at \$1,220,000,000 of which the imports from the rest of the Empire represented \$558,000,000. The total imports into the Overseas part of the Empire totalled \$778,000,000, whereas imports valued at \$351,000,000 came from the rest of the Empire.

The United Kingdom's total imports of food, drink, tobacco, and raw materials amounted to \$737,000,000, whereas \$270,000,000 came from the rest of the Empire, while imports into the Overseas parts of Empire manufactured products totalled \$448,000,000, of which \$213,000,000 came from the rest of the Empire.

What Figure? Reveal.

A detailed examination of the figures for each Dominion showed the following position:

United Kingdom imports from Canada, \$16,000,000; Exports to Canada \$35,000,000.

United Kingdom imports from Australia \$55,500,000; to Australia, \$54,000,000.

From New Zealand, \$47,500,000; to New Zealand, \$21,000,000.

From South Africa, \$21,000,000; to South Africa, \$32,000,000.

From the Irish Free State, \$45,000,000; to the Irish Free State, \$36,000,000.

While admitting that a great part of the \$167,000,000 worth of food products and raw materials imported from foreign countries could be produced in the Empire, and that it was desirable and necessary to see how far inter-Imperial trade could be improved, no one would assume for a moment that Britain could entirely cut herself off from the rest of the world. And on the other hand, a great part of the \$235,000,000 of manufactured goods imported into the rest of the Empire from foreign countries could be manufactured in the United Kingdom.

Tremendous Burden.

Proceeding, he referred to the unemployment figures and to the tremendous burden of taxation carried by Britain, which was still maintaining a standard of social services second to none in the world. The unfortunate economic difficulties which affected Britain must by the nature of things also impoverish the Dominions, from which Britain was in consequence unable to buy that which we should like to do.

"In the same way, you are equally affected. It is because of that common interest, because we are dependent and inter-dependent, and because our difficulties affect you, that I feel that we have a common interest in discussing these problems. We as a Government and people appreciate to the full the preferences, however they are given, that you offer to the Old Country. It is on your part a frank gesture and recognition of your Imperial interests and your anxiety to help, but I am sure on the other hand that you are not unmindful of the value of the Imperial connection. Defence, trade, securities, and the work of the Empire Market-

ing Board are all the contributions that we make towards helping you. Probably no nation possesses greater potentialities than those contained within the British Commonwealth of nations. Surely it is not impossible to devise ways and means whereby this trade and these great potentialities can be used for the benefit of the people as a whole?"

The Reference Hokey.

The Canadian Premier, Mr. R. B. Bennett, put forward a definite plan founded on the broad principle of Empire protection, based on common advantage and guided in its application by the need to ensure the welfare of home producer. He offered the Mother Country and all other parts of the Empire preference in the Canadian market in exchange for like preference in theirs, based upon the addition of a 10 per cent increase in prevailing general tariffs, or upon tariffs yet to be created. This rate could not be uniformly applied.

The basis of the proposal was the adequate protection of industries existing or to be established. Thus certain flexibility in the preferential tariff must be ensured. This proposed preference should not be considered a step towards Empire free trade, which, he believed, was neither desirable nor possible. It was conceivable that the preferential rate should be lower for raw products, or where the Empire supply does not meet the demand, and higher where 10 per cent was inadequate to give Empire goods an appreciable advantage over foreign countries.

The Merchant Service.

He saw no reason why, by creating an additional preference on goods carried on Imperial ocean transport between Empire ports, the Merchant Service should not be profitably used. If this change in inter-Imperial economic relationship was to be made there should be no delay. He suggested that technical committees be set up in each country of the Empire to complete an inquiry into the effect upon their domestic situation of the proposal. These should be ready within six months, and he therefore proposed that the economic conference meet again in Ottawa as guests of Canada early next year to discuss the final reports.

The Australian Premier, Mr. J. Scullin, pointed out that nearly \$45,000,000 worth of foreign manufactured goods were imported into Australia, which he would like to see shared by Empire industries. How that could be done was a matter for those engaged in the industries of Australia and Britain to determine, and he thought that the methods of consultation should be evolved between their industrialists, with a view to making such allocations of supply of Australia's requirements as should benefit both parties. His Government would help to bring the suggested allocations into effect.

The Lion's Share.

"If British industry will co-operate in the development of our industries we will do everything in our power to help you to secure the lion's share of our import trade," said Mr. Scullin. He said that the tariff preference is, in the Australian Government's view, the most satisfactory form of help, but they could co-operate in any practical plan which might be jointly approved.

As an example of the value of the Australian markets to British manufacturers, Mr. Scullin said that while Argentina and Denmark contained twice as many people as Australia, and had a joint import trade almost twice as great, yet \$56,000,000 worth of British exports went to Australia as compared with \$41,000,000 worth to those two countries. Nevertheless, Britain imported \$130,000,000 from Argentina and Denmark as against \$54,000,000 from Australia. Mr. Scullin suggested that a Committee be formed to which he would submit detailed proposals for a policy of economic co-operation.

Tariff Concessions.

Mr. Forbes, New Zealand, dealing with the methods already adopted to increase inter-Imperial trade, said that in his opinion the tariff preference was most effective. He showed by figures that the preference accorded to British countries had had great influences in retaining the New Zealand market for Empire goods. The value of the preference granted last year was \$4,883,000, and this year it was estimated it would be \$5,621,000. He would advocate the utmost possible extension of tariff concessions, either by general arrangement and, where necessary, by individual agreements between two or more portions of the Empire.

As to bulk purchasing and price stabilisation of goods, he thought that to administer such a scheme it would be necessary to obtain complete control over the goods affected. New Zealand's view was adverse to an extension of State trading or of Government interference in commercial matters, further than was necessary for the welfare of the people. Until concrete proposals were brought forward he would suspend judgment.

New Zealand entirely agreed that the policy of the United Kingdom was one for the sole decision of her people and Government. In preference, New Zealand had consistently given British goods who had never looked for a quid pro quo from Britain, and she did not do so now, but if after consideration some measure of preference could be extended to Empire produce, it would be greatly appreciated by the people of New Zealand.

Free Trade Opposed.

The South African Finance Minister, Mr. Havenga, said that Empire free trade had been presented as a panacea for all ills, but South Africa could not afford and would not subscribe to such a policy. South Africa would welcome the extension of trade relations with the Empire by agreements providing for reciprocal tariff benefits. If such agreement were reached they should be for sufficiently lengthy periods to give confidence and ensure stability.

Newfoundland's Desire.

Sir Richard Squires, Prime Minister of Newfoundland, said that Newfoundland's desire was for the development of such extensive inter-Imperial trade as between Dominions, Colonies, and protectorates and the Homeland as may be possible, having regard to the economic conditions of each of the countries affected.

The Irish Free State Minister for External Affairs, Mr. McGiligan, pointed out that his country took 80 per cent of its imports from the Commonwealth, to which it sent 94 per cent of its exports. The Irish Free State sincerely desired the extension of this trade, although the development of inter-Imperial trade involved problems too delicate and complex for the solution by mere political formulae.

India's Policy.

The Indian Delegate, Sir Geoffrey Corbett, said that India was ready to consider favourably all schemes designed to encourage the development of trade with all other countries of the British Commonwealth. She was not prepared to depart from her present policy of discrimination and protection, which seemed to fulfil the conditions of rationalised production. India, therefore, was unable to commit herself to any general scheme of tariff preference within the Empire, but must reserve complete freedom to deal with each case as it arose.

—British Wireless Service.

"WOOLLY" WRIT.

A plaintiff in the King's Bench Division said—*I am not a lawyer, but only a wool-merchant, and I cannot understand that writ.*

Mr. Justice Swift—*No one else can. But if you are a wool-merchant you might—It is "woolly" enough. If you get a bill from your solicitors asking for payment for drafting that writ, you are not to pay it. You can tell them that, and so, it is the biggest muddle I have ever seen.*

NEW ADVERTISEMENTS

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MIRZAPUR"

carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 15th October, 1930, at NOON, taking Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon on the Day of Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 9th October, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer, "HILDA"

From Trieste, Venice, Brindisi, Port Said, Karachi, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

DODWELL & CO., LTD., Agents.

Hong Kong, 8th, October, 1930.

NOTICE TO CONSIGNEES.

COMPAGNIE MARITIME BEIGE (LLOYD ROYAL) SOCIETE ANONYME.

FROM ANTWERP.

The Steamship, "LONDONIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th October, 1930, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

THE BANK LINE, LTD., Agents.

Hong Kong, 9th October, 1930.

AIR TRAGEDIES.

SOCIALIST CHARGES AGAINST THE AUTHORITIES.

Paris, August 28.

Wednesday's air crashes, with a death toll of ten and four gravely injured, form the subject of virulent Press attacks against the Air Ministry.

The Socialist organ, *Populaire*, openly charges the military air authorities with "murder," by compelling young pilots to set out in machines which are generally known to be totally inadequate.

Other newspapers declare that the succession of crashes demonstrates the backwardness of the air authorities in bringing the Air Force to a high standard of efficiency.

An earlier message stated—In addition to the already reported accident to a big military plane near Chartres, involving the death of the six occupants, a further smash occurred during the same manoeuvres, a big bombing plane crashing near Dijon, causing the death of four and seriously injuring the two other military pilots.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1938, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale, Locality, Boundary Measurements, Contents in Sq. Yds., Actual Rental, Upset Price.

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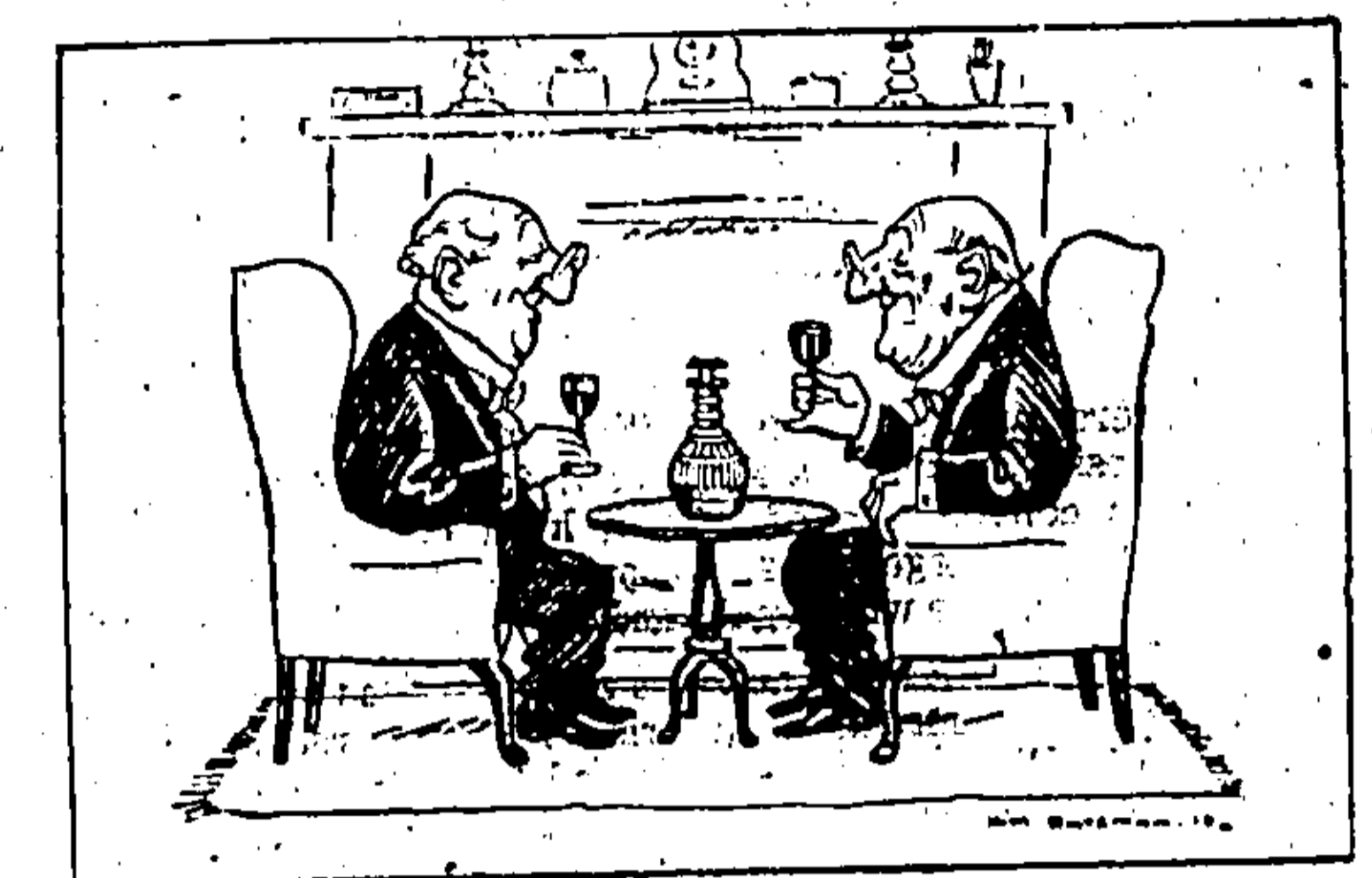
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DX73—A Country Girl.
9883—Lionel Monckton Memories.
9896—Ivan Caryll Memories.
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The Anderson Music Co., Ltd.



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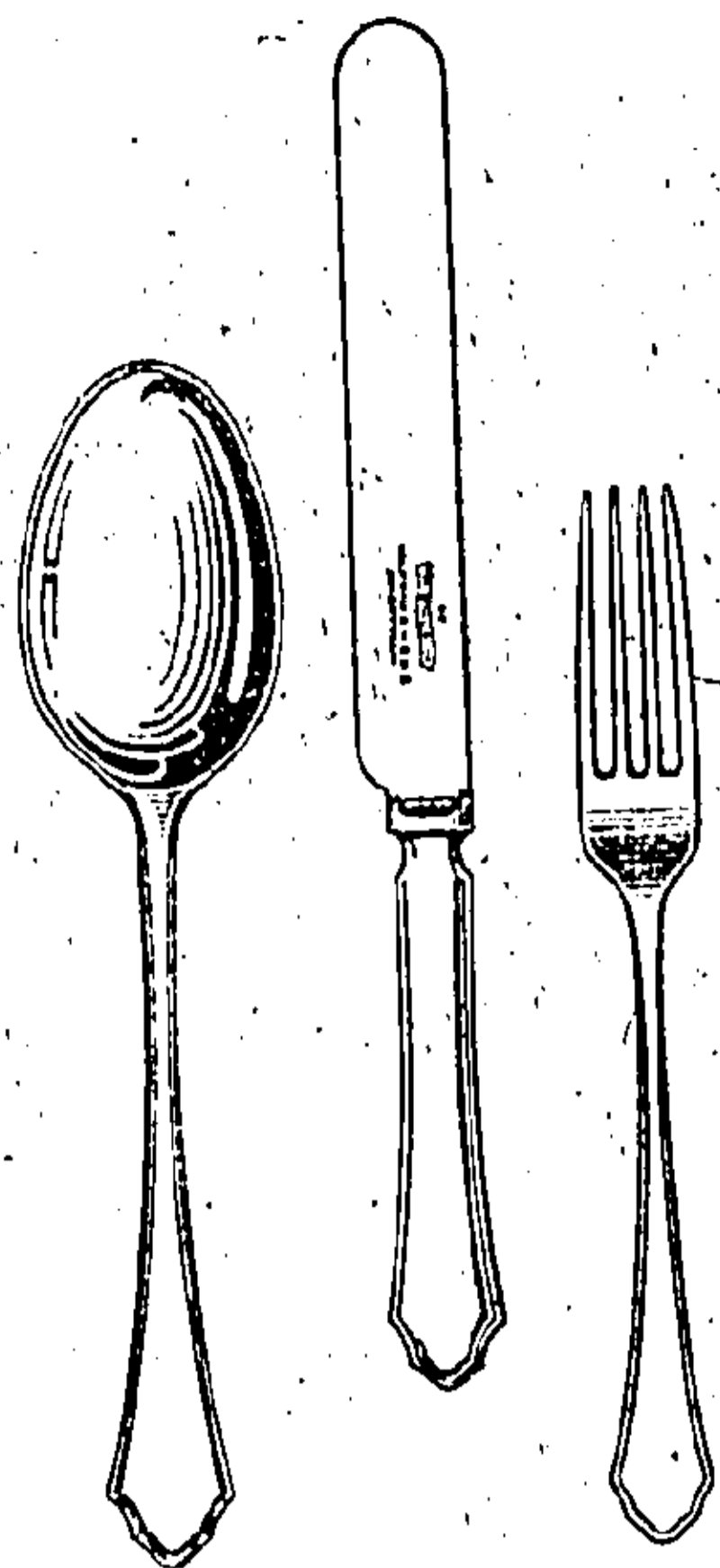
Wherever there arises the inspiration of an artist, wherever a design, a need, a field, or a fancy to contribute to the convenience of human kind commerce makes it accessible regardless of span of oceans, or obstacles between those who create and those who covet.

In the nurseries of France fine laces and lineries are contrived for the trousseau of a bride in battecreek. The essences of Araby are imprisoned in the parfumeries that Paris passes on to the boudoirs of Park Lane.

Raw metals from the silver mines of Mexico, created into exquisite table-ware services by the artisans in Sheffield, enhance the refinement and good taste of the hostess in Hong Kong.

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—If I Had A Talking Picture of You—F.T. Johnny Hamp's Kentucky Screamers.
- 22146—I'm a Dreamer, Aren't We All?—F.T. High Hatters.
—You've Got Me Pickin' Petals Off of Daisies—F.T. High Hatters.
- 22148—I'm a Dreamer, Aren't We All? Johnny Marvin.
—If I Had A Talking Picture of You Johnny Marvin.
- 22195—Turn On The Heat—Fox Trot Horace Heidt and His Col.
—Georgia Pines—Fox Trot Nat Shilkret and Victor Orch.
- 36008—Gems from "Sunny Side Up" Victor Light Opera Company.
—Gems from "The Love Parade" Victor Light Opera Company.

PARAMOUNT ON PARADE

- 22263—Nichave! (Nothing Matters) Dennis King.
—If I Were King Dennis King.
- 22346—Sweepin' the Clouds Away—Fox Trot Coon—Sanders Orch.
—Any Time's the Time to Fall in Love—Fox Trot Philip Spitalny and His Orch.
- 22378—Sweepin' the Clouds Away Maurice Chevalier.
—All I Want Is Just One Maurice Chevalier.
- 22384—Dancing to Save Your Soul—Fox Trot Gus Arnheim and His Orch.
—All I Want Is Just One—Fox Trot Gus Arnheim and His Orch.

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Sport Columns

HOME FOOTBALL.

INTER-LEAGUE MATCH IN SCOTLAND.

IRISH FALL BADLY.

The annual Inter-League match between the Scottish League and the Irish League was played yesterday, the result (according to Reuter) being:

Scottish 5 Irish 0

No drawn game has been recorded in the 31 games between the Scottish and Irish Leagues, the elect of Scotland having won 28 to 3, with a goal record of 100 to 25 in their favour.

F. A. Charity Shield.

Wednesday and the Arsenal met yesterday in the F. A. Charity Shield competition, the result being:

Arsenal 2 Wednesday 1

Southern League.

Brighton met Swindon in the Southern section of the Third Division of the League, the result being:

Brighton 1 Swindon 0

	P.	W.	D.	L.	F.	A.	Pts.
Notts C.	10	8	2	0	28	7	18
Torquay	10	6	2	2	28	16	14
Northampton	9	5	3	1	19	5	13
Brentford	10	4	2	4	18	16	12
Coventry	9	4	3	2	16	13	11
Fulham	9	4	3	2	11	13	11
Crystal Pal.	9	4	2	3	27	17	10
Swindon	10	5	0	5	19	18	10
Queen's P.K.	9	4	1	4	19	11	9
Gillingham	9	3	3	3	17	14	9
Southend	9	4	1	4	20	18	9
Brighton	10	3	3	4	14	17	9
Bristol R.	10	3	3	4	16	22	9
Luton	10	3	3	4	14	20	9
Clapton O.	9	3	2	4	17	15	8
Bournemouth	9	2	4	3	12	14	8
Watford	9	3	2	4	12	17	8
Walsall	9	3	1	5	21	22	7
Exeter	10	2	3	5	14	21	7
Norwich	9	1	4	4	9	20	6
Thames	9	2	1	6	11	23	5
Newport	9	2	0	7	10	25	4

RUGBY FOOTBALL.

THE FIRST TRIAL OF THE SEASON.

H.K.F.C. TEAMS.

In the first Club trial match, the Probables defeated the Possibles by 23 points to 3. A one-sided first half was the cause for the Probables tall scoring. Last minute changes in the teams were C. A. L. Plummer for G. E. R. Divett and J. A. Beaumont for J. R. Riddell.

From the kick off the Probables gained possession and some loose play was followed by Burch going over for an unconverted try. Pressure was maintained and the score increased when Koop cut through to score near in, Goldman converted to put the Probables 8 points in the lead. It was not long before Koop broke through, again using his great speed to advantage. Just before half-time Koop was again responsible for another try, a reverse pass sending Plummer over.

Half time:—

Probables 16
Possibles 0

Two changes were made during the breather, Turner taking the place of King and Suttill that of Cox. These changes had a good effect and play was far more even. Soon after the re-start "Whitlam" the Probables full-back, was forced to leave the field owing to a knee injury. Buttress took the last position of defence. A ding dong battle raged in mid-field for some time until Plummer relieved the tension by scoring well out on the touch line. The Probables were now leading by 19 points to nil. Frequent raids on the Possibles' line resulted in Goldman dropping a good goal.

The Possibles' solitary try came from Ferguson, who nearly swerved past two players to score a good unconverted try. This acted as a tonic to the losers, but time was drawing short and a last effort was too late, the final whistle sounding with the Probables attacking strongly.

RIFLE LEAGUE.

ANNUAL MEETING POSTPONED.

The annual meeting of the Hong Kong Rifle League has been postponed until a later date, owing to tomorrow being a public holiday.

Our Sports Diary

LOCAL.

Aquatics—To-day—Army Harbour Swim, 3.45 p.m.
Hockey—To-day—Club de Recreo v. Y.M.C.A., King's Park, 5.10 p.m.
Tennis—To-day—Draw for L.R.C. Tournament; Entries close for C.R.C. Mixed Doubles.
Saturday—Draw for C.R.C. Mixed Doubles.
Football—To-day—Garrison League—"B" Co. S.L.I. v. "D" Co. S.L.I.
To-morrow—Garrison League—"RE" v. R.A.S.C.; "A" Co. Argyls v. Headquarters Co. S.L.I.
Saturday—First Division, Somerset v. Navy; Royal Artillery v. Club; Chinese Athletic v. Argyls; Police v. South China; Club de Recreo v. St. Joseph's; Second Division, Argyls v. Navy; St. Joseph's v. Somerset; Club v. University; Chinese Athletic v. Eastern; South China v. Club de Recreo, Royal Artillery v. Kowloon F.C.; Third Division, Chinese Athletic v. Royal Engineers; Somerset v. Fukien; South China v. Royal Air Force; Ewo v. R.A.S.C.
Tuesday—Meeting of F.A. Council, 5.30 p.m.
Cricket—To-day—C.C.C. annual meeting, 5.30 p.m.
To-morrow—C.C.C. v. Club de Recreo; K.C.C. v. H.K.C.C., 11 a.m.; H.K.C.C. II v. K.C.C. II, 11 a.m.
Saturday—Division II—C.C.C. v. R.A.S.C.; Friendly—C.S.C. II v. Somerset; I.R.C. II v. Police; K.C.C. v. H.K.C.C.; H.K.C.C. II v. K.C.C. II.
Tuesday—H. K. C. C. Annual Meeting, 5.30 p.m.
Basket Ball—To-day—Inter-Faculty Match—Engineers v. Medicals, 4.45 p.m.
Racing—To-morrow and Saturday—Eight Extra Race Meeting.
Golf—To-morrow to Sunday—Bogey Pool, Fanling.
Sunday—Gymkhana and presentation of prizes, K.G.C.; Closing Entrance Date for Championship, K.G.C.
November 2—Opening of "New Course," Fanling.
Boxing—Wednesday—Somerset v. Argyls, Murray Barracks.
Rugby Football—Monday—Club v. H.M.S. Cornwall.
October 15—Second Trial Match, Happy Valley.
Baseball—Saturday—Filipinos v. Japanese.
Sunday—Kiaoras v. South China.
Billiards—Saturday—Steel Coulson League—Winners v. Rest, St. Patrick's Club, 6 p.m.
Ping Pong—Sunday—Junior League—Commercial Press v. Wah Ying Club (Kangto School).
Monday—Junior League, Hip Keung A.A. v. Chinese A.A. (Chinese Catholic Club); Chinese Catholic Club v. Hop Chee Club (Chinese Catholic Club).
Wednesday—Junior League—South China A.A. v. Nam Mo A.A. (Chinese Catholic Club); Nam Chung A.A. v. Commercial Press (Chinese Catholic Club); Fukien A.A. v. Indian R.C. (South China A.A.).
Athletics—Sunday—Club de Recreo Sports, King's Park.
Fencing—Monday—Royal Hong Kong Yacht Club, 5.15 p.m.
Whist—Tuesday—St. Patrick's Club Drive, 8.30 p.m.
Chess—Tuesday—Annual Meeting of Kowloon Chess Club, 5.30 p.m.
Lawn Bowls—October 12—Talkoo R.C. Closing Day and Presentation of Prizes.
Yachting—October 12—Menagerie Race.
October 20—Annual Meeting of Members.
October 25—Menagerie Race.
November 1—Opening Cruise.
November 8—First Championship Race.

HOME.

Racing—Wednesday—The Cesarewitch, Newmarket.
October 23—Cambridgehire Stakes, Newmarket.
Football—October 20—England v. Ireland.
October 26—Scotland v. Wales, Ibrox Park, Glasgow.
November 22—Wales v. England.
November 29—English Cup—First Round.

BOXING.

SURPLUS OF INCOME LAST YEAR.

SUBSCRIPTIONS DOWN.

A surplus of income over expenditure was announced by Mr. R. M. Dyer, who took the chair at the annual meeting of the Boxing Association last night. Mr. Dyer also intimated that His Excellency the Governor had kindly consented to become President.

Actual figures quoted by the Chairman showed a surplus of \$708.27, as against excess of expenditure last season of \$798.94.

Subscriptions showed a falling off from the previous year, but public support was apparently improving.

Mr. T. G. Bennett, Honorary Treasurer and Secretary, had resigned as he was due for Home leave, but Mr. G. S. Hugh-Jones had kindly consented to take his place.

Mr. C. Bond proposed that Mr. Bennett be presented with a small memento, which met with unanimous approval. The question of a training school was deferred.

The Officers for the ensuing year are as follow:

Chairman:—Mr. R. M. Dyer.

Vice-Chairman:—Mr. J. Scott Harston.

Official Referee:—Mr. A. Murdoch.

Hon. Secretary and Treasurer:—

Mr. G. S. Hugh Jones.

General Committee:—Messrs. A. W. Grimmit, W. Logan, C. Bond, H. G. Sheldon and W. Ward.

TENNIS.

LADY CHAMPION OF JAVA.

Miss Lucy Lee, the lady tennis champion of Java, who played exhibition games at the Chinese Recreation Club yesterday, set a new style in apparel for net women by appearing on the court in a sleeveless white blouse and long trousers, which gave her a mannish appearance.

Miss Lee was opposed by Miss Enid Lo in a singles game, and rather disappointed the spectators by losing to the local girl. Miss Lo was at the top of her form and appeared to be unable to do anything wrong, whilst the visitor displayed few good strokes, being generally weak in the exchanges. Miss Lo won by 6-1, 6-2.

In a doubles game which followed, Miss Lee partnered Miss Lo against Mrs. James and Mrs. Keary. The European pair proved too strong a combination for the Chinese and won in straight sets of 6-3, 7-5, but they had to play all they knew to secure the last set. Subsequently a mixed doubles game was played. Miss Lee was partnered by S. A. Rumjahn, whilst Miss Lo played with her brother M. W. The brother and sister's team work was perfect, no doubt due to constant play together. This advantage was too much for the other pair, who, although they put up a gallant fight, lost by 6-1, 7-5.

SERVICES TOURNAMENT AT Y.M.C.A.

The semi-finals and final of the Y.M.C.A. Services Tennis Tournament were played at the Kowloon "Y" yesterday, and resulted as follows:—

Semi-Finals.

Corporal Penny, R.C.O.S., beat B.Q.M.S. Stephenson, R.A., 6-2, 7-5.

Sergt.-Major Atkinson, R.A., beat Sergt. McCarthy, S.L.I., 4-6, 6-0, 6-0.

Final.

Sergt.-Major Atkinson, R.A., beat Corpl. Penny, R.C.O.S., 6-2, 6-2.

CRICKET.

K.C.C. TEAMS FOR TWO DAYS' MATCH.

The following will represent the K.C.C. 1st XI. in their two days' match against the H.K.C.C. at Kowloon, starting at 11 a.m. to-morrow and 2 p.m. on Saturday:—J. C. Lyl (captain), E. C. Fincher, E. F. Fincher, W. Brace, P. Goodwin, S. Jex, Capt. J. R. Reynolds, F. Zimmern, W. C. Hung, G. C. Burnett, and F. S. W. Smith.

The K.C.C. 2nd XI. which will meet the H.K.C.C. second eleven on the Hong Kong ground, commencing at 11 a.m. to-morrow and 2 p.m. on Saturday will be:—L. E. Lindsell (captain), G. Lee, G. A. V. Hall, N. A. E. Mackay, D. W. Gregory, F. E. Skinner, Capt. V. Shipsey, F. Cavesy, J. Fraser, H. Overy, and A. R. F. Raven.

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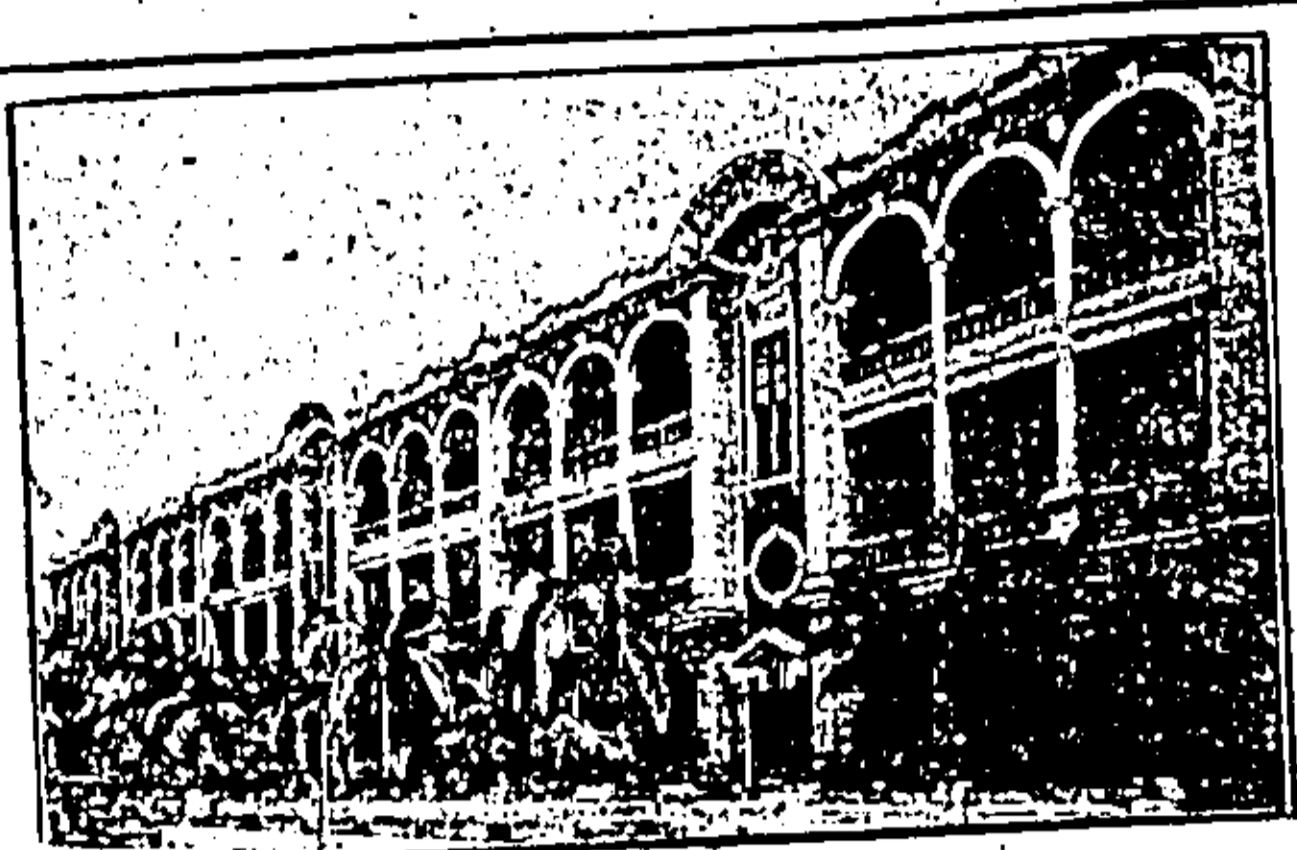
Advance Booking at the Theatre.

THURSDAY, OCTOBER 9, 1930.

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Proprietress: Mrs. Gardiner.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Friday, the 10th instant the General Post Office and Branch Post Offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

INWARD MAILS

THURSDAY OCTOBER 9.
Japan via Suez (Letters and Papers, London, Sept. 11) and Parcel (Sept. 4) Morea
U.S.A., Honolulu, Japan and Shanghai (San Francisco, September 13) and Europe via
Siberia (London, September 20). Shinyo Maru.
FRIDAY, OCTOBER 10.
Manila
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 20) President Grant
Japan and Shanghai Malwa
SATURDAY, OCTOBER 11.
Shanghai and Swatow Sunning
Straits Kidderpore

OUTWARD MAILS

For THURSDAY, OCTOBER 9.
Samshui and Wuchow Chong On 4 p.m.
Saloon Telemachus 5 p.m.
Straits, Ceylon, India, Mauritius,
E. & S. Africa, Aden, Egypt &
Europe via Marseilles Malwa
(Due Marseilles November 7.)
G.P.O.
Parcels Oct. 9, 4.30 p.m. Parcels Oct. 9, 5 p.m.
Registration Oct. 11, 9 a.m. Registration Oct. 11, 9.45 a.m.
Letters Oct. 10, 10 a.m. Letters Oct. 10, 10.30 a.m.
FRIDAY, OCTOBER 10.
Shanghai, Japan and Europe via Morea 9 a.m.
Siberia Hal Ning 9 a.m.
Swatow, Amoy and Poochow
SATURDAY, OCTOBER 11.
Australia (except places North of
Brisbane) and New Zealand
via Singapore and Brisbane Malwa, connecting with Nieuw
Zealand at Singapore
(Due Brisbane, Nov. 4.)
Registration Oct. 11, 9.15 a.m.
Letters Oct. 11, 10 a.m.

*Superscribed correspondence only.

ATHLETICS WIN.

ST. LOUIS LOSE WORLD'S
BASEBALL PRIZE.

FOUR WINS SECURED.

New York, Yesterday.
Philadelphia Athletics have retained the world's baseball championship by defeating St. Louis Cardinals by 7-1 in the sixth game, thus securing four wins—Reuter's American Service.

GOLF.

STARTING TIMES FOR
TO-MORROW.

The following are the starting times of the Royal Hong Kong Golf Club for to-morrow, the 10th instant:

9.20 a.m. A. G. Coppin, H. C. Shrubsole.
9.24 I. H. Geare, D. Forbes.
9.28 N. K. Littlejohn, J. G. Campbell.
9.32 E. Grimbale, A. B. Stewart.
9.36 I. Allison, P. Morrison.
9.40 E. R. Price, H. T. Buxton.
9.44 T. J. Price, Rev. C. B. Shann.
9.48 D. J. Keogh, J. S. Dykes.
9.52 D. J. Gilmore, R. Young.
9.56 A. D. Humphreys, W. C. Shields.
10.00 F. Groves, E. N. Monie.
10.04 G. G. Johnson, R. L. S. Webb.
10.08 J. P. Warren, W. Wright.
10.12 J. W. Mayhew, H. L. Schultz.
10.16 A. Leach, Cdr. Morris.
10.20 R. A. Stuart, S. S. Perry.
10.24 A. E. Lissaman, T. S. Whyte-Smith.
10.28 H. H. Williams, Capt. Weir.
10.32 L. Goldman, G. D. Nicholl.
10.36 W. J. Clerk, R. W. Taplin.
10.40 J. E. Richardson, J. Forbes.
10.44 W. A. Weight, E. Stone.
10.48 C. G. Stokes, E. J. R. Mitchell.
10.52 R. E. Atwell, E. M. Moon.

A meeting of colliery owners in London approved the preparation of a Central Marketing Scheme under the Coal Mines Act, 1930.

Mr. A. H. Yeatman, aged about 60, a Poole (Dorset) solicitor, was drowned while bathing at Poole.

MOSCOW ANGRY.

ANTI-SOVIET ACTIVITY IN
MANCHURIA.

"DISMISS THE WHITES."

Moscow, Yesterday.
The Soviet Government has sent via Mukden a note to Marshal Chang Hsueh-liang, the Manchurian war lord, protesting against "the unceasing anti-Soviet activity among White Russians in Manchuria," and insisting on the immediate disarming and deportation of White bands and the dismissal from the Chinese service of all Russians actively participating in the White organisations.—Reuter.

HERO FUND.

CORONER'S COMMENTS ON
POLICY.

London, August 12.
Comments on what he described as the changed policy of the Carnegie Hero Trust Fund were made by Mr. Ingleby Oddie at an inquest at Lambeth yesterday on the body of Katherine Mary Ottewill, who jumped into the Thames from Vauxhall Bridge and was drowned.

Attempts to save her were made by P.C. James Adamson, 21, and George Cornell, 24, a wharf labourer, and in commending the two men for their bravery Mr. Oddie said that he hoped that somebody would bring the conduct of Adamson to the notice of the Police Fund and that he would be suitably rewarded.

Mr. Oddie added: "I used to commend these cases to the Carnegie Hero Trust Fund, and many times they have presented their velleum certificate for bravery, and more substantial gifts in the form of gold watches suitably inscribed and, in some cases, money. Nowadays, unfortunately, they have changed their policy, and apparently they do not give rewards for heroism unless the hero has sustained damage of some kind and unless he is associated in saving life."

The coroner said he would have thought that the action itself was the real test as to whether a man should have his conduct rewarded. As it was apparently useless to bring the case to the notice of the Carnegie Hero Trust Fund he would commend the bravery of the two men to the Royal Humane Society.

The constable, who is a native of

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wife 1/3 9/16
Bank, on demand 1/3 9/16
Bank, 4 months' sight 1/3 11/16
Credits, 4 months' sight 1/4 3/4
Documentary, 4 months' sight 1/4 3/4
On Paris—
On demand 802 1/2
Credits, 4 months' sight 842 1/2
On New York—
On demand 31 1/2
Credits, 60 days' sight 32 1/2
On Bombay—
Wire 87 1/2
On demand 87 1/2
On Calcutta—
Wire 87 1/2
On demand 87 1/2
On Singapore—
On demand 87 1/2
On Manila—
On demand 63 1/2
On Shanghai—
On demand Tls. 80 1/2
Dollar 8 1/2 dis.
On Yokohama—
On demand 63 1/2
Sovereigns (Bank's buying rate) 1/4 3/16
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par.
Copper Cash Nominal.
Copper Cents 3% prem.
Rate of Native Interest 3 1/2% p.a.
Chinese Sub. Coin 24 1/4 dis.
Hong Kong Sub. Coin Par.

Kilmarnock, and was formerly a member of the Paisley Amateur Swimming Club, has been in the London Police Force since April last year. He told the coroner that he was taking notes on Vauxhall Bridge when he saw the woman struggling in the water.
He took off his helmet, gave his truncheon to a passerby, and jumped into the river, without taking off his coat or boots. There was a flood tide and the woman was 150 yards away. When he got within 220 yards of her she threw up her arms and sank. He dived twice but could not find her so he swam ashore.
When he came out of the water an inspector advised him to go and change his clothes. Cornell also dived in and attempted to help the constable.

The body of the woman was recovered near the County Hall, Westminster. She left a note in which she said that she was "tired of life," and added, "Good-bye, look after my dog and children." A verdict of suicide while of unsound mind was recorded.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 9th Oct., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1510				Dec.	[Interim 2 1/2 s/s 1930 ex. 1/21 = 2 1/2 s/s] Aug. 11, 29
Chartered Bank				17	Dec.	[Interim 7 1/2 free 1/7 tax s/s 1929] Sep. — 30
Mercantile Bk., A&B.				261	Dec.	[Int. 20% s/s 1930 (incl. 1/7 tax)] Sep. — 30
Bank of Asia				111	Dec.	[Int. 8% for 1929] Feb. 23, 29
Insurance.						
Canton Ins.	1085				Dec.	[Final 2 1/2 s/s for 1929] May 15, 29
Union Ins.	447 1/2				Dec.	[Final 1 1/2 s/s for 1929] May 20, 29
China Underwriters	255	270			Dec.	None
China Fire Ins.	400				Dec.	[Final 2 1/2 s/s for 1929] May 20, 29
H. K. Fire Ins.	1080				Dec.	[Int. 8% for 1929] Mar. 25, 29
Shipping.						
Douglas	28 1/2				Dec.	Last dividend for 1929
H. K. Steamboats	25 1/2				Dec.	[Int. ex. 1/4 s/s on preferred for 1929 and 1928] June 19, 29
Indo-China (Pref.)				80	Dec.	Last dividend for 1929
(Def.)				22	Dec.	[Int. 3 1/2 s/s for 1929] July 8, 29
Shell Transports				82 1/2	Dec.	[Int. 3 1/2 s/s for 1929] Mar. 10, 29
Union Waterboats				32	Dec.	[Int. 3 1/2 s/s for 1929]
Mining.						
Beacons				870	Dec.	[Interim 10 cents for 1929] Sept. 30, 29
Kailan Mining Ad. s/s				36 3/8	June	[Interim 1 1/2 free 1/7 tax (Coupon No. 57 year 24-30)] June — 30
Langkat				8 1/2	Oct.	T. 0.50 for year 31-32-33 May 8, 29
S'hai Exploration	1.30				Dec.	None
Loans	8 1/2				Dec.	[Interim T. 0.25 s/s 1930] July 1, 29
Raubs	2 1/2				Mar.	[First interim 1 1/2 s/s for 1929] Sep. 26, 29
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	168 1/2				Dec.	[Int. 8% for 1929] Mar. 13, 29
H. K. & W. Docks	34				Dec.	Last dividend for 1929
China Providents (old)	515				Dec.	Last dividend for 1929
(new)	240	255			Dec.	
Hongkows	Tls. 250				Dec.	T. 0.50 for 1929 Sep. 12, 29
N. Engineering	Tls.			7.80	Dec.	T. 0.50 for year 24-30 Feb. 20, 29
Shanghai Docks	Tls. 122				Apr.	T. 7 for year 24-30 July 30, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	11.30	11 1/2			Dec.	50 cents for 1929 Apr. 7, 29
H. K. Lands (old)	75 1/2				Dec.	[Int. 8% for 1929] Aug. 8, 29
(new)	78 1/2				Dec.	
Rights	12 1/2			19 1/2	Dec.	[Int. 8% for 1929] July 31, 29
Shanghai Lands	Tls. 305				Dec.	50 cents for 1929 May 7, 29
Humphreys				15	Dec.	[Int. 30 cents s/s 1929] Sep. 4, 29
H. K. Realities	8 1/2	8 1/2			Feb.	[Int. 8% for year 23-24] July 21, 29
Chinese Estates				87	Feb.	
Cotton Mills.						
Ewo Cottons	Tls.	12 1/2			Dec.	[Final T. 2 s/s 1929] Mar. 17, 29
Shanghai Cotton	Tls.			88	Apr. and Oct.	[T. 2.25 s/s for half year (T. 2.45 new) 30-31] May 28, 29
Zoong Sing	Tls.			10 1/2	June	T. 0.50 for year 24-30 Pending
Public Utilities.						
H. K. Tramways	17.00				Dec.	[Interim 40 cents s/s 1930] Aug. 27, 29
Peak Tram (old)	13.50				Apr.	[Int. on old for year (20 cents new) 30-31] June 15, 29
(new)	13.50				Apr.	[Int. 8% for 1929] Feb. 14, 29
Star Ferries	83				Sept.	[Int. 25 cents s/s 29-30-31] May 19, 29
China Light (old)	34.70	35			Dec.	[Int. 8% for 1929] Mar. 12, 29
(new)	34 1/2				Dec.	
H. K. Electric	77 1/2	77 1/2			Dec.	None
Macao				25	Dec.	[Int. 40 cents s/s 1930] Aug. 1, 29
Sandakan Lights				11 1/2	June	[Int. 10 cents] Feb. 25, 29
H. K. Tel. (fully paid)	35 1/2				Dec.	T. 0.20 for year 23-24-25 Subject to income tax
(part paid)	32 1/2				Dec.	
China Buses	Tls.			18 1/2	Sept.	[Int. 10% on preference shares] Feb. 5, 29
S'pore Traction (Ord.)				8 1/2	Sept.	
(Pref.)				19 1/2	Sept.	
Industrial.						
China Sugars				1	Dec.	In Liquidation
Malayan Sugars				27	Dec.	[Pa. 3 for 1929] Apr. 11, 29
Cald. Macg. Ord.	Tls.			10 1/2	Dec.	[T. 0.50] 7 months 1929 Apr. 30, 29
(Pref.)	Tls.			10.40	July	None
Canton Ice				9	Dec.	30 cents on old for 1929 Mar. 15, 29
Cements (com.)	17.55	17.85			Dec.	[Int. 8% on new] 1929
(old)	17.55				Dec.	
(new)	17.55				Dec.	Last dividend for 1929 May 15, 29
H. K. Ropes	10 1/2	10 1/2			Dec.	25 cents for year 23-24 June 10, 29
United Asbestos				5	Dec.	
Stores, &c.						
Dairy Farms C/R		26.50			Dec.	[Int. 8% for 1929] Mar. 14, 29
"X/R		24 1/2			Dec.	
"Right				8	Dec.	70 cents for year 31-32-33 Mar. 31, 29
Watsons				11.00	Oct.	Last dividend for year 23-24 May 15, 29
Der A Wings				32	Feb.	
Lane Crawfords				10	Feb.	
Mackinnons				11.50	Feb.	
Sinceres				2.85	Feb.	
Wm. Powells					Feb.	
Miscellaneous.						
H. K. Amusement				28	Mar.	[Int. 8% on preferred for year (Int. 10% on deferred) 31-32] Sept. 27, 29
Ch. Entertainment				10	Dec.	None
H. K. Constructions				2.40	Dec.	
B. Ind. G. Bonds	0.4%				Dec.	
H. K. Govt. Loans				8%	Prem.	Interest half yearly

REMEMBER THE

NELSON DAY CONCERT

AT THE LEE THEATRE

ON OCTOBER 21, at 9 P.M.

Full Band of the 2nd Battalion
ARGYLL AND SUTHERLAND HIGHLANDERS
(By kind permission of Lieut.-Col. R. G. MacLaine, M.C.)

SPECIAL FILM ATTRACTION:

"THE ROYAL NAVY ASHORE AND AFLOAT"

Being intimate shots of the Senior Service, produced with the co-operation and approval of the Admiralty.

POPULAR LOCAL ARTISTES.

Tickets, \$2 and \$1, obtainable from the Anderson Music Company. Special 20-cent tickets for Service Men and Friends, including tram fare to and from Theatre.

Late Peak Cars Will Be Available.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.
Office—2 Dundas Street, Kowloon. Tel. 57088.
Factory—2 Godown, Praya, Dundas Street, Mongkok.

DO YOU KNOW that by paying \$130.00 down and \$23.00 per month for a limited period you can become the proud owner of a

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

The Hong Kong Electric Co. Ltd. Wm. C. Jark & Co. Ltd.
The General Electric Co. Ltd. Anderson Meyer & Co. Ltd.

THIS MAKES THE FIFTY-FIRST COURSE I'VE PASSED TO-DAY.



DINKY LINKS GOLF COURSE

NOW LOOK AT THAT BIG FAT HEAD. PLAYIN' THE GAME—AN' LOOK AT THE GETTIN' ALL JUST TELL THAT I THINK OF HIM.



HEY-YOU!



FORE!



DINTY?



HELLO, JIGGS!

MOTORISTS THIS IS YOUR PAGE



To most of us, cotton is just cotton. But cotton growers know differently. They know that Mother Nature created, not one kind of cotton, but several. And that from among these several varieties, she picked one to be better than all others. To this favoured variety she gave the longest, strongest, silkiest fibres; she made it most valuable to man.

In the same way, Mother Nature created, not one kind of crude oil, but several. Then just as she made one kind of cotton better than others, so she picked one crude oil and made it best of all.

Mother Nature made this one crude oil of finer materials — free from tar, asphalt and sulphur compounds. She made it richer — far richer in lubricating value.

With such a start in quality, it is not in the least surprising that Pennsylvania crude oil yields the finest lubricating oils known to man. Oils that are longer-lived, that will not break down under the terrific heat experienced in the modern motorcar engine and that will, under normal conditions, give at least 1,000 miles of super-lubrication to a filling.

From this high quality crude oil we make Gargoyle Mobiloil — the most economical and efficient motorcar engine lubricating oil because it positively seals the clearance between piston ring and cylinder wall — and a perfect piston seal means maximum power — reduces crankcase dilution, minimizes gasoline consumption.

AND last but not least, Mobiloil almost totally eliminates friction — the greatest of all metal destroyers. Thus doing away with premature wear and consequent unnecessary repairs and replacements.

We respectfully suggest to you that you drain the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

VACUUM OIL COMPANY

The World-Wide "Why I'd buy a Plymouth" Contest

Magnificent Prizes—Interesting
— Easy to Try —

Plymouth invites you to enter the world-wide "Why I'd buy a Plymouth" Contest... an unusual opportunity to compete without obligation or cost for splendid prizes well worth your time and interest.

The prizes described at the right will be awarded to those who write most convincingly the reasons why the new, finer Plymouth is a good car to buy. Fine writing is unnecessary. Knowledge of the car and its important superiorities is the most important thing.

We will gladly help you to win by demonstrating the Plymouth to you and describing its many unusual features.

The contest closes at midnight, October 20th. Enter now. Come in and get entry blank and complete information.

PLYMOUTH
CHRYSLER MOTORS PRODUCT

PRIZES SOMEBODY
WILL WIN...
WHY NOT YOU?

\$1,000 A YEAR FOR LIFE
FIVE AROUND
THE WORLD TRIPS
FIVE \$1,000 CASH PRIZES
TWENTY-FIVE
PLYMOUTH CARS
AND 975 OTHER CASH
PRIZES RANGING FROM
\$10 TO \$500 EACH

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

ENGINE TESTS.

Under Genuine Service Conditions.

It often happens on a new car that some small defect becomes apparent. Perhaps the dynamo does not charge or the ammeter fails to record. This is usually due to the fact that although the engine itself may have been bench tested, the components have undergone a somewhat perfunctory test on the road only.

At the famous works in Derby, where Rolls-Royce engines are made, such possibilities of trouble are eliminated in the Engine Test Shop. When an engine has been through its preliminary light running test, it is mounted on a test bed and is coupled up to a Heenan & Froude water brake. Here the battery, magneto, dynamo and all the dashboard instruments are connected up and the engine is run exactly as it is when in service in the car. The various components thus get a complete test *in situ*, in addition, of course, to the previous individual tests to which each has been subjected.

At the start of this "Endurance Test," as it is called, the unit is run for half an hour under light load; it is then run for a similar time at 1,000 r.p.m. under quarter load, after which the speed is increased to 1,500 r.p.m., the load to three-quarters and the running period to an hour. When this is completed it is run for three separate "bursts" of five minutes at 2,000 r.p.m. under full load.

Power curves are then taken. These are obtained by five minute runs under full load at 500, 750, 1,000 r.p.m., and so on up to 3,000 r.p.m. Readings are taken, and each engine must conform to a definite standard of consistency. Actual petrol consumption tests are also recorded on flow meters and here again, consistency is the key-note. It is only when these and many other details have been completed, that the unit is passed on for examination, decarbonising, etc., before being fitted to a chassis and subjected to weeks of testing in the works and on the road.

It is often said that cheap mass-produced cars are like peas in a pod, that one is exactly like the next. This may be true as regards appearance but, as everyone knows, the performance of such cars varies enormously. Actually it is in such a works as the Rolls-Royce that chassis which are "all alike" are produced, for each one is tuned and tested until it is exactly as good as the next—and up to the very high standard set for it. Individually, of course, is found in the bodywork, for since the Rolls people do not undertake coach-work, appearance is in the hands of the body-builder and it is seldom that any one finished car resembles another.

PRIZE CONTEST.

Offered on Plymouth Car.

A world-wide contest, involving a remarkable list of prizes, was announced to-day by a local Plymouth dealer. This contest will feature the Plymouth Car, the Chrysler-built leader in the low-priced field.

An Income For Life.

Full details are announced to-day concerning 1,011 prizes, that will be given winners of a short essay contest on "Why I'd Buy a Plymouth." Everyone over legal driving age is eligible to participate. No engineering knowledge will be necessary. Those entering will base their opinions on facts gleaned from a special demonstration to be given by local Plymouth dealers.

First award will be a thousand dollars a year for life. To the next five winners will go a year's trip around the world, all expenses paid. There will also be five cash prizes of \$1,000 each, and 25 Plymouth cars to be awarded. The 975 remaining prizes consist of cash awards of \$500 and down.

Local Dealers will Co-operate.

The Plymouth car is one of the sales leaders in the low-priced field. Brought out by Chrysler in 1926, it has enjoyed the distinction of being the only full-sized car in its price class. It is handled everywhere by the Chrysler, Dodge and De Soto dealers who will co-operate in this contest.

The latest date on which entries for this contest may be posted from Hong Kong is October 20.

CONTROLLED SERVICE.

For Users of Ford Cars.

Controlled service for the benefit of Ford automobile users as it operates to-day is a far cry from the service provided by Henry Ford in 1908 but it is founded upon the same principle.

In his early days of automobile manufacture, Mr. Ford frequently would deliver a car personally to the new owner and see to it that arrangements were made to keep it in good running order. Usually he would find the best mechanic available and explain the construction of the car to him. When such a mechanic was not to be found the town blacksmith was pressed into service.

Obviously, as the business grew this personal service became impossible. But Mr. Ford made it his business to have appointed, in the ever-widening circle of towns, capable men who would devote their entire time to the care of Ford

automobiles. This force of men worked under close factory supervision and according to set standards.

The controlled service, as it has now become known, was founded upon the initial business principles which actuated Mr. Ford, namely that his obligation to car purchasers did not end with the sale.

Just as the Ford Motor Company was the pioneer in the making of "a strong, simple, satisfactory automobile at a low price" so it also was the pioneer in establishing complete and satisfactory service facilities. Provision for the speedy purchase of parts and repairs at a reasonable cost were the innovations of that service.

There are to-day more than 8,000 Ford dealers in the United States whose mechanics have been trained in special schools conducted by the Ford Motor Company and who are equipped with the latest service machinery. No matter in what section of the country the car owner may find himself, there is a Ford dealer prepared to render prompt and business-like service at fair charges, eager to relieve the owner of care of his car and help him get thousands upon thousands of miles of satisfactory, enjoyable motoring at low cost per mile.

FISK

AIR FLIGHT

PRINCIPLE TYRES

NEW IN PRINCIPLE IN PERFORMANCE IN PRICE

MEANS MORE

mileage

Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

4A, Des Voeux Road Central.

Telephone 28011.



LEAD THE WAY

ON A

B.

S.

A.

Sole Agents:

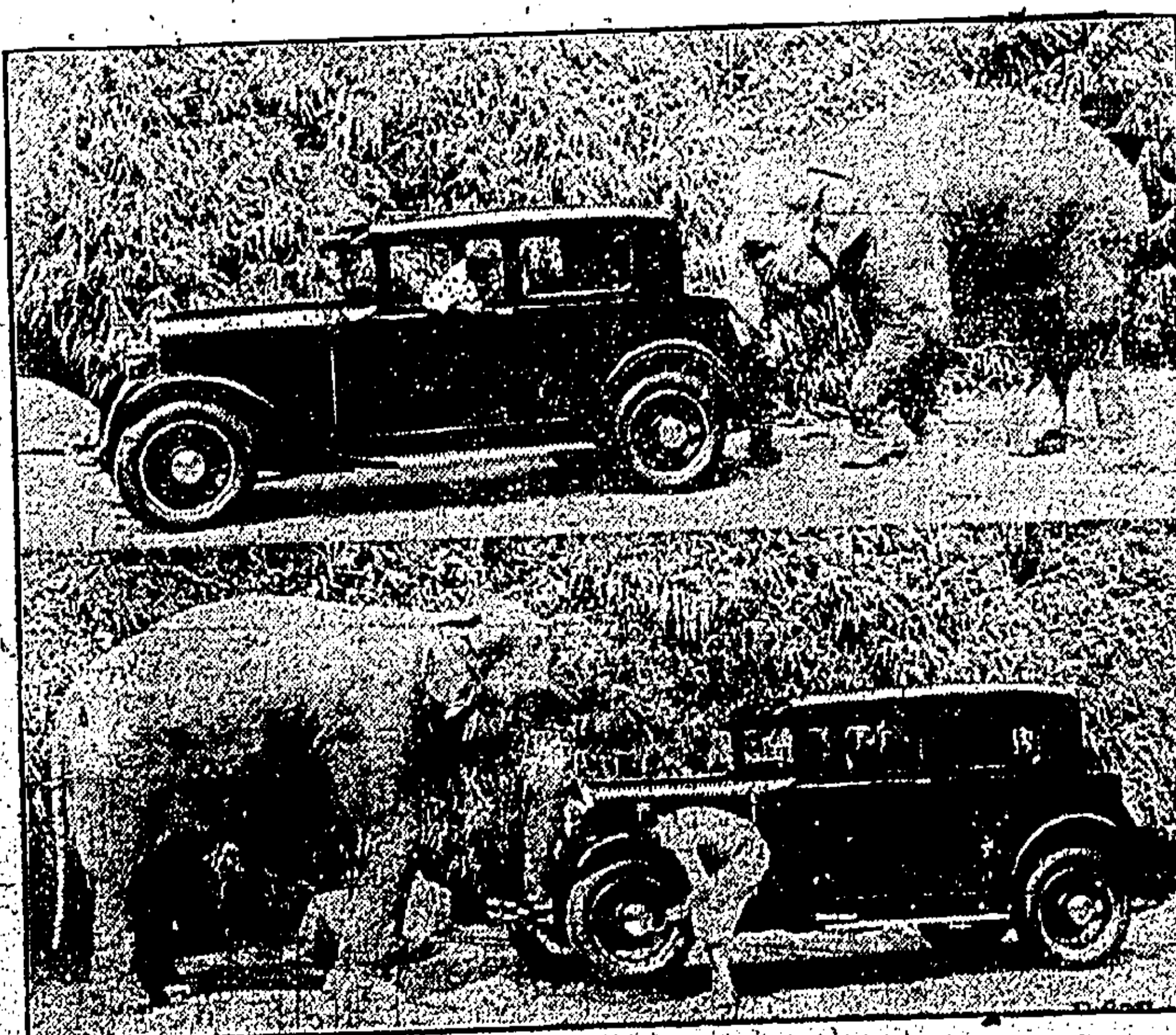
SINCERE'S

GUY TROLLEY BUSES.

The interest which is being shown in trolley omnibus development in Britain is by no means a purely national matter. On the Continent of Europe and in fact throughout the World interest has been stimulated to a marked degree, as is proved by the large number of overseas engineers who visit the principal trolley bus installations in Great Britain. Most of these visitors have returned to their own countries enthusiastic about the possibilities of the trolley bus for dealing with traffic densities and special characteristics. It is, therefore, significant that Guy Motors Limited—the World pioneers of the six-wheeled double deck trolley bus—have recently delivered an initial fleet of six-wheeled single deck trolley buses to The Societa Nazionale dei Chemins de Fer Vicinaux in Belgium, and to The Societa Elettrica Bresciana in Italy.

The popularity of the Guy trolley bus can, in a large measure, be attributed to the patented system of regenerative control which is exclusively fitted. When coasting down a hill the Guy trolley bus, instead of consuming current, generates it and puts it into the line. In one town in the South of England this results in an annual saving of £50 per vehicle in current consumption alone.

Dodge Brakes Stop 5-Ton Elephant.



Four-wheel hydraulic brakes on Dodge Brothers cars are more than one elephant-power as shown when Jumbo matches his five tons against this braking force. The car stands like Gibraltar because a force of 500 pounds per square inch can be exercised at each brake from a pressure of only 120 pounds at the brake pedal. The positive easy action of hydraulic brakes is assured by fundamental laws. Jumbo is finding an easier job lifting the car for a tyre than he is shown below although of course a jack is handier to carry around than an elephant.

OVER-CONFIDENCE.

Study the Psychology of Driving.

At the outset a word to the many who have joined the ever-increasing ranks of new motorists; Beware of over-confidence. And to those experienced ones: Study the elementary psychology of driving.

Much in the way of instruction and caution is given to the rank novice at the wheel. Long articles are written for his benefit, and detailed comments and illustrations are published to teach him the proper handling of his car. He is faced with innumerable "Don'ts" and "Shall nots," and is looked upon as a dangerous element until such time as he appears to have gained mastery over his car.

Now, follow this same individual when the scare of driving has been overcome, when all the exaggerated beginner's "boggles" of motoring have lifted from his imagination, and you will oft-times find him swinging to an extreme. He assumes that confidence which is not born of experience, and generally overestimates his driving ability, until such time as his judgment is quickened, perchance by some hairbreadth escape, writes C. F. Beauvais in the Autocar. He is therefore a more likely source of danger when he first appears proficient and begins to drive his car in the literal sense than he was as a beginner.

Experienced Drivers' Not Spectacular.

The experienced driver is seldom spectacular, while the one with a newly acquired sense of control believes for a while that his lessons are at an end, and forgets that a car provides us all with innumerable opportunities of making fools of ourselves and being a menace to others.

It is not wise to assume that the driving of a car is a type of activity limited in its scope to the actual manipulation of its mechanism; it encompasses a much wider field of thought and responsibility. In its deeper analysis it is a progressive accomplishment which, if thoughtfully carried out, forms an exercising ground for the practice of consideration, calmness, alertness and rapid decisions.

For the promotion of increased safety every motorist should ponder the question of greater efficiency in driving, remembering, as we all do, how by the vigilance of those who are adepts in the art of driving we have been spared much serious trouble.

Mastery of the controls of your machine is one thing, but the lessons of restraint and control of your own voluntary and involuntary actions with your car are another, and by far the greater, factor towards good driving and general safety.

Unquestionably, more than just driving knowledge is essential now that the number of vehicles, and their speed are rapidly on the increase. Individual tendencies, including one's number of accidents, even to their total elimination, for intelligence at the helm is the only practical way out of mishaps.

As Others See Us

As we do not readily possess the gift of seeing ourselves as others see us, it will be no effort to call to mind that fellow we all of us sometimes encounter, often rather young driving with much noise a light sports two-seater. He seems to exclaim, if not in words, "I am a real expert at driving," with a capital D. The gears go in with a bang, and so does the clutch, the accelerator is touching the floorboards, while the back wheels polish up the roadway. Round blind corners he goes, maintaining an artificially placid air of boredom and generally running most inordinate risks at cross roads.

A driver, in short, who seems not to remember that he is steering so many hundredweight of metal through the air, and forgets about momentum until it is sometimes too late. Could this be called driving? Well yes—in the literal sense.

With the automobile of to-day there is no need for affectation, pride, or any abnormal and unmanly idiosyncrasy. Smoothness and comfort characterise car driving. It breathes swift restfulness, and should give man added opportunity for peaceful yet rapid deductions.

I must admit that I scarcely like the use of the word "driving" as applied to the automobile. It certainly corresponds better with cattle, or chariots. It suggests what it means; it hints at force. The dictionary, amongst its definitions of driver and driving says: "Having force—of impulse, to urge forward by force, to move by physical means."

Driving, then, does not seem a suitable word for the gentle art of conducting such a silent and efficient piece of mechanism as the modern car. Its manipulation is really delicate. There is no wrestling required. Is this the reason why our continental friends always refer to the driver as "Conducteur"?

Silence is golden it is said, and this truly applies to the motor car, for quiet working is a sure sign of efficiency. This silence, when supplemented with real driving ability, assures that absence of strain and fatigue which is otherwise so noticeable at the end of a long day's run.

When touring it is not advisable to adopt the practice of either the hare or the tortoise. Road conditions often set the pace, but, if possible, steady, moderate speed on the open road is preferable to dangerous rushes or incomprehensible sudden crawls, especially when occupying the crown of the road.

The fact that we travel fast or slowly is not necessarily to label ourselves reckless or timid. It is the motive that really counts, and a mental survey of our purpose is quite a good thing with which to occupy our thoughts before starting out for a run.

If we are touring for pleasure, let us assure it by being courteous to other road users, and refrain from being exacting and short-tempered, not fearing to give way to other motorists, who perchance may be on business and have little time at their disposal.

Safety first—the safety of others first—is a good rule to observe, together with a determined refusal to cultivate the acquaintance of that twin brother of ignorance, "Chance."

One terrible offence which appears very prevalent on our highways and by-ways to-day is the habit of thinking that because a driver wishes to overtake another car he has entered upon a speed challenge—whereupon the one being overtaken immediately accelerates.

Now, are we amongst the type of persons who treat a light car as a heavy station bus, the four as a racing car, the light sporting roadster as a steam wagon, and so on? Do we race the engine out of all reason and appear to have no idea of speed or pulling-up distances, so that late and violent brake applications are necessary, and thus do not obtain the best running results? Are we unable to restart on any steep incline without being a danger to the one behind, appearing neither mechanically sensitive nor sensible?

Should we find that we answer any of these descriptions, let us hasten to be more kind to our neighbour and endeavour to graduate away and above car "driving" in the literal sense and thus reduce the toll of road accidents. Too many of us attain a mild proficiency in a few lessons, and do not trouble to improve any more, being quite content with the ability to make a car start and stop, while all the finer points in driving are neglected. Alertness is what is needed; there is greater danger in an over-cautious dullness than in swiftness with an alert mind.

What, then, can be termed efficient driving or a first-class driver? Is it not one with a well-developed sense of proportion and a considerate character—a quick thinker?

Yes, these fundamental qualities are indispensable, for the more we care to look into things for the purpose of advancement, the more we discover that the external effect relies on the internal qualities.

Character is often clearly revealed at the wheel. So, whatever term we favour in lieu of "Driver," let us be careful not to drive in the literal sense of the term.

A 35-DAY JOURNEY IN 35 HOURS.

One of the longest distances travelled regularly, to market fat cattle, is reported from Western Australia, where a Leyland "Terrier" and trailer are being used to transport 20 head of prime cattle across country from Roy Hill Station to Melkatharra rail head, a distance of 340 miles each way.

This Leyland vehicle is a six-wheeler of 6½-ton capacity and makes three trips a fortnight with eleven head of cattle on the lorry and nine on the trailer. In order to minimise the length of time in which the cattle will be kept in one position, the journey is made in one continuous run which lasts about 35 hours. This new method of transport has the advantage of obviating the loss in condition of the cattle, which would occur in driving, and it is interesting to note that the top price is always secured for cattle thus transported.

Owing to the great distance which has to be travelled across country, for nearly 250 miles of which will be seen nothing but kangaroos, the vehicle is fitted with a very large cab which provides space for a bunk and personal luggage, food, etc., and additionally, tanks for petrol and water.

AT HUMBERS.

Striking Speech by Mr. J. H. Thomas.

The Right Hon. J. H. Thomas, Minister of State for the Dominions, and the Right Hon. S. M. Bruce, Ex-Premier of Australia, recently paid a visit of inspection to the Humber and Hillman works at Coventry.

After seeing the vast work of re-organisation which is now approaching completion and after inspecting the various models, particularly the Humber "Snipe" and the Hillman Straight-Eight, Mr. Thomas addressed a great assembly of workers during their dinner hour.

In the course of an extremely witty and forceful speech, he said that there was no solution to the problems of unemployment except by getting more customers for our products. "Road work," he continued, "for which I sanctioned an expenditure of one hundred million pounds, can be but a temporary relief. The real problem is to find permanent employment for the technical craftsman whose skill has contributed so much to the traditional excellence of British workmanship. We are not handicapped for brains, skill, energy or willingness to work, but merely because we have not applied ourselves to the changed conditions of to-day."

That is why I am so impressed with what I have seen at the Humber works, both in the cars and the shops themselves. There is no industry that offers such great opportunities for employment; I congratulate this firm on its foresight and on the progress made towards reduced costs and increased production which alone are the foundations of permanent prosperity."

Mr. Thomas was followed by Mr. S. M. Bruce who remarked that as a private individual he was able to say what he could not in his former position as Premier. In motor cars alone he calculated that in the three Southern Dominions, Australia, South Africa and New Zealand, there was a market worth no less than £18,000,000 a year. He had had some hard things to say of British manufacturers when he attended Imperial Conferences some years ago, but what he had seen at Humbers showed him that there was now no cause for criticism.

"I have a Humber 'Snipe' myself," he said, "and I am satisfied that this is definitely the car the overseas motorist wants. I have had wonderful service from it including an arduous tour in France of 2,500 miles and another in Scotland of 1,500 miles and not a moment's trouble yet. Go on producing a car like this and you have the world markets at your feet."

Amongst the guests was Sir George May, head of the Prudential Assurance Co., who in a speech after the luncheon referred to Messrs. Rootes's million-pound scheme for establishing service stations throughout the world.

Messrs. Thomas and Bruce also spoke again after the luncheon, the former paying a tribute to the achievements of the Rootes brothers, whose spirit of enterprise and high endeavour he cited as an example to all ranks in British industry.

OVERSEAS TRIBUTE.

British Commers Praised by Canadian Engineer.

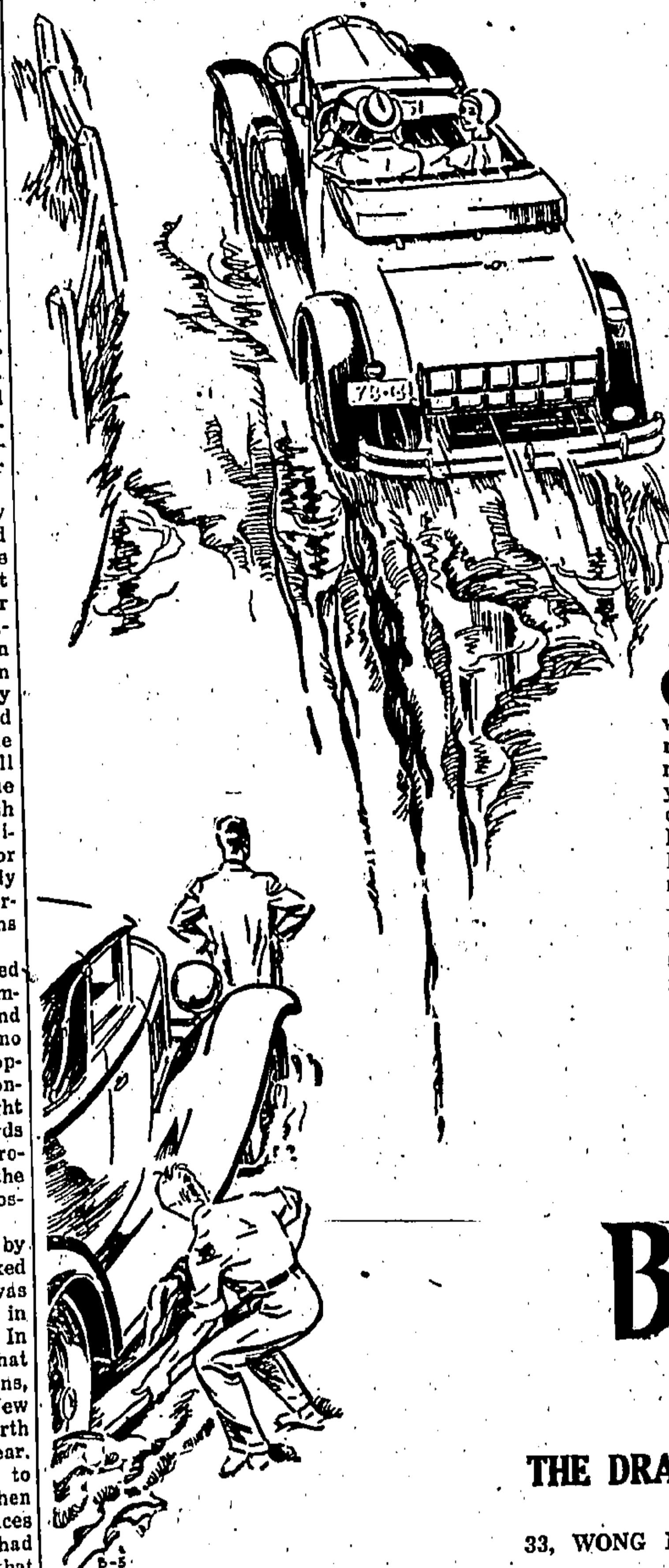
The Canadian motor car market is generally supposed to be an extremely difficult one for British manufacturers to penetrate. Particular interest attaches, therefore, to the glowing tribute paid by the City Engineer of Edmonton, Alberta, to the lasting qualities of a British commercial vehicle which has been in service there for just under twenty years.

"A Commer truck bought by us in 1911," he states, "has been in use ever since. It is equipped as a flusher, and has been constant in the summer months. No evil results of overloading have been observed, and the machine has still a useful life before it."

Just recently the city bought a Model 5-GN Commer which is also being used as a street-flusher. The weight of bodywork and equipment, together with a load of over 1,200 gallons of water, amounts to rather more than the scheduled weight of this chassis. Yet, in spite of the overloading, no trouble, states the City Engineer, is anticipated—a handsome tribute to the quality of the materials used and the soundness of the vehicle's construction.

The total cost of the chassis and its special equipment is, in sterling, about £2,250, which, remarks the City Engineer, "compares favourably with other units we have purchased."

sonal luggage, food, etc., and additionally, tanks for petrol and water.



"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 39, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

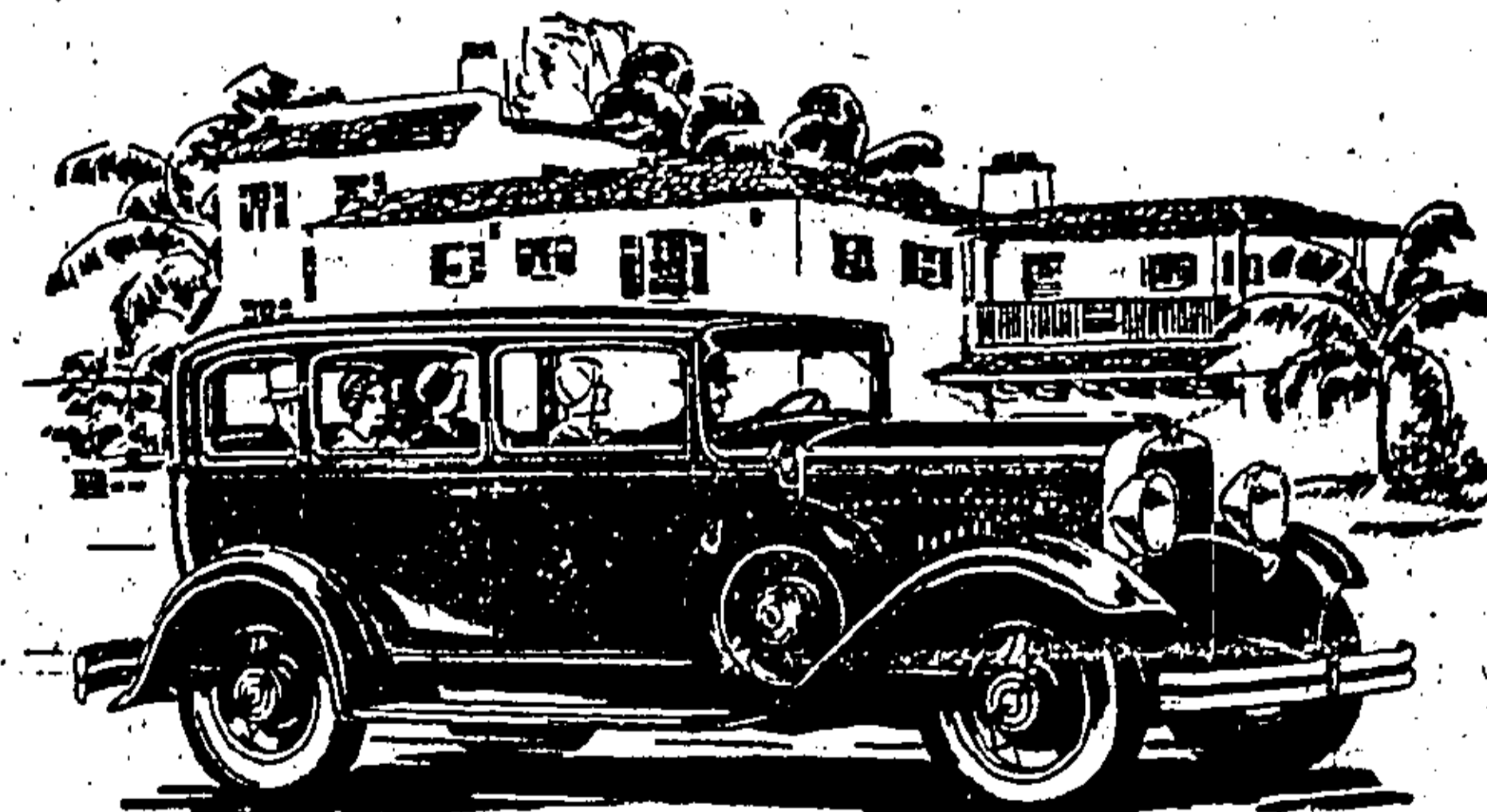
MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 66226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22235.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
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China Mail

Thursday, October 9, 1930.
Eighth Moon, 18th Day.

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HONG KONG, THURSDAY, OCTOBER 9, 1930.

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PERNAMBUCO LOST.

TAKEN BY REBELS AFTER 24 HOURS STRUGGLE.

BRAZIL'S CIVIL WAR.

New York, Yesterday.
A message from Buenos Aires states that the rebels captured Pernambuco after a 24-hours struggle.

[Yesterday the Brazilian rebel army, 80,000 strong, was reported to be marching on Sao Paulo, and Rio de Janeiro.]

Commander Captured.

A stern struggle is developing in Brazil between the Federal forces and the rebels. There were 150 casualties before the rebels captured Pernambuco City, after much shooting, in which school-boys participated.

The insurgents have established a provisional Government at Pernambuco. Federal aircraft dropped smoke bombs on various towns in Minas Geraes, to impress the inhabitants, but it is reported that the rebels caught the Commander and the entire staff of the Federal Army marching to Rio Grande do Sul, whereupon they captured the Commander and telegraphed the President "Advise you to resign." — Reuter's American Service.

R.101 SURVIVOR DIES.

RIGGER SUCCUMBS TO HIS INJURIES.

SAVED FROM THE WRECK.

Beauvais, Yesterday.

Aircraftman Church, a rigger on the ill-fated British airship R.101, who escaped from the blazing wreckage when the airship crashed here on Saturday, died in Beauvais Hospital to-day from his injuries.

Inquest Formally Opened.

London, Yesterday.
The inquest on the airship victims was formally opened at Westminster. No evidence of identification was called and the coroner adjourned the proceedings until the completion of the forthcoming statutory tribunal's report. — Reuter.

Hundreds of war invalids from the provinces attended a garden party at Buckingham Palace.

Dr. De Salis, Bishop Suffragan and Archdeacon of Taunton, who is 70, has resigned his residentiary canonry of Wells Cathedral.

TO BE RE-HEARD.

CHARGE AGAINST A PIG KILLER.

On September 30, at the Kowloon Magistracy, Mr. H. R. Butters heard a case in which Wong Wai, a pig killer, was charged with having cut and wounded Cheung Hong, also a pig killer at the Ma Tau Kow Slaughter House on September 27.

The accused pleaded "Not Guilty" and evidence was accordingly taken, at the conclusion of which the Magistrate found Wong Wai "guilty" and passed sentence of three weeks' hard labour. His Worship also bound him over in a bond of \$100 to be of good behaviour for one year.

This morning, the case was again mentioned before Mr. Butters, when Mr. F. H. Loseby, on behalf of Mr. F. C. E. Rendall, applied for a date to be fixed for the re-hearing of the case.

His Worship fixed October 24 at 2.15 p.m.

FEMALE TRESPASSERS.

A Chinese woman was to-day charged before Mr. Butters with having trespassed in a Government plantation. She pleaded guilty.

Mr. J. R. Carr, Supervisor of the Botanical and Forestry Department, said that the woman, at the time of arrest, was carrying some pine branches, which had been previously cut down, and were probably spread out to dry.

The woman was fined \$15 with the alternative of two weeks' jail.

In another case, a Chinese girl pleaded guilty to a similar charge. It was stated by Mr. Carr that she was cutting grass with others on a hillside. His Worship administered a caution.

A saloon motor-coach travelling from Windsor to London was destroyed by fire near Eton College, but nobody was hurt.

DOCTOR'S ACTION.

ALLEGED EMBEZZLEMENT BY PARTNER.

SHIPPING FIRM INVOLVED.

A case was mentioned before Mr. E. H. Williams this morning in which a Chinese named Ng Kwong-ting, described as a partner in the Yee Fung Shipping Co., of 99, Wing Lok Street, is charged with the alleged embezzlement of \$4,750, the property of the firm.

The prosecutor is Dr. Lam Yung-hi, another partner of the firm who acts as medical officer on board the s.s. Seistan, which is owned by the Company.

The case for the prosecution is in the hands of Mr. E. S. C. Brooks, whilst Mr. J. M. Remedios is for the defence.

It was stated that Dr. Lam is at present on the s.s. Seistan, which is due back here from Singapore in a fortnight's time. The Magistrate accordingly remanded the accused for one week formally, and allowed bail in the sum of \$5,000. The accused will have to be remanded once more next week before a date can be fixed for the hearing of the case.

TWO TO ONE.

QUARREL OVER LUGGAGE MONEY.

BAMBOO AS WEAPON.

Two market coolies appeared before Mr. H. R. Butters this morning, one as the complainant (with a bandage round his head) and the other as the defendant, in an assault case.

Detective-Sergeant W. G. Humphreys informed the Court that the incident took place outside the Star Ferry Wharf at Kowloon yesterday afternoon. Complainant, defendant and another were engaged to carry luggage for which work complainant received \$1.80. He divided the dollar between the defendant and the other man, retaining 80 cents, out of which he had to pay for the truck hire.

Not being satisfied with the money they received defendant and the third man set upon complainant, who was hit on the head with a thick bamboo pole by the defendant. Complainant lost a considerable amount of blood, and when he went to the Police Station yesterday two cuts on his head were rather serious.

Defendant was sentenced to two weeks' hard labour by his Worship, who also bound him over in a bond of \$50 to keep the peace for a period of six months.

AMUSEMENTS

AT THE **QUEEN'S** FROM TO-DAY PUNCTUALLY
At 2.30, 5.10, 7.15 & 9.20.



SUNNY SIDE UP
...original songs, story & dialog by DE SYLVA BROWN & HENDERSON...
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Directed by DAVID BUTLER

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ON FRIDAY OCT. 10 (CHINESE NATIONAL DAY)
AT 11.30 A.M. PRICES SAME AS AT 2.15.

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Singing, dancing! |  GEORGE BANCROFT
Fighting for fun! |
|  CLARA BOW
Strutting "It"! |  EVELYN BRENT
Slapping her pappy! |
|  CLIVE BROOK
Sleuthing the tassel |  NANCY CARROLL
Shaking a sugar-foot! |
|  RUTH CHATTERTON
Stirring your heart! |  MAURICE CHEVALIER
Poufing the pouf! |
|  GARY COOPER
Speaking his love! |  LEON EROLO
"Dying" to meet you! |
|  SKEETS GALLAGHER
Starting the fun! |  HARRY GREEN
"Teases the Tyrodeur!" |
|  HELEN KANE
Booping a new doop! |  DENNIS KING
Singing — and how! |
|  ADE LYMAN
— and His Band! |  JACK OAKIE
Okaying the party! |
|  ZELMA O'NEAL
"Wrasling" with Oakie! |  WILLIAM POWELL
Solving your troubles! |
|  BUDDY ROGERS
Cooing and Jooing! | * AND MORE ! |

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